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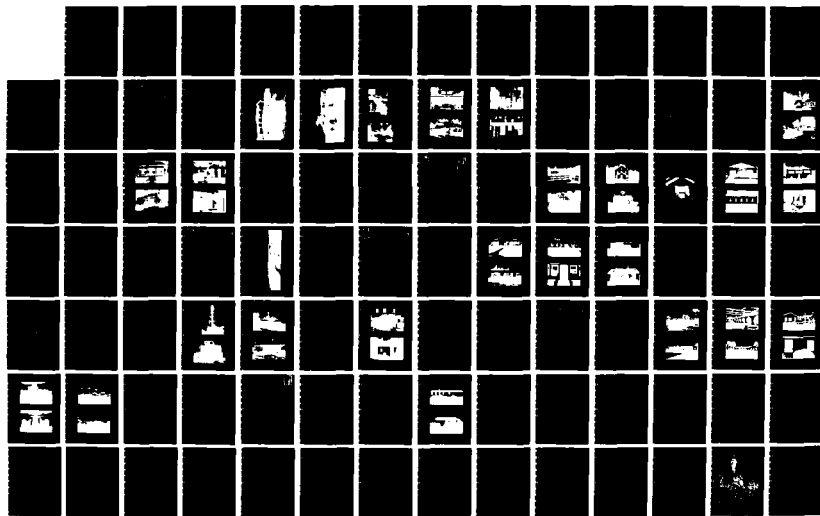
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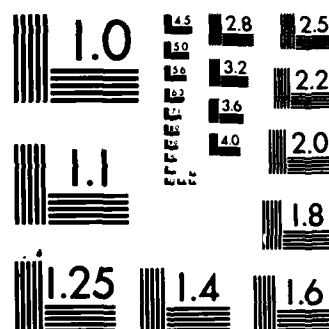
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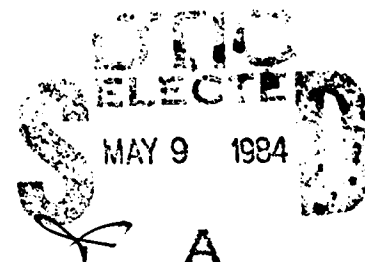
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AN ARCHEOLOGICAL RECONNAISSANCE AND HISTORIC  
STRUCTURES ASSESSMENT AT SEVEN  
U.S. COAST GUARD INSTALLATIONS IN FLORIDA

Susan E. Garrett

1984



Prepared for:

U.S. Department of Transportation  
United States Coast Guard  
Seventh Coast Guard District  
Miami, Florida

Prepared by:

Archeological Services Branch  
National Park Service  
Atlanta, Georgia

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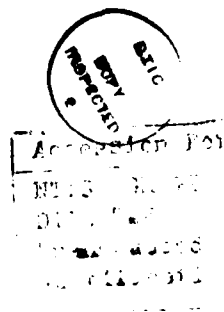
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## ABSTRACT

In August, 1983, the Archeological Services Branch of the National Park Service conducted a reconnaissance-level archeological survey and historic structures assessment at seven U.S. Coast Guard stations--Station Cortez, Hillsboro Inlet Light Station, Station Lake Worth Inlet, Station Ponce de Leon Inlet, Sanibel Island Light, Station St. Petersburg, and Venice Recreational Facility. The purpose of the survey was to determine the cultural resource potential of the installations and identify those properties which require further survey or evaluation. The results of the survey indicated that no further archeological survey need be conducted at any of the seven installations, but further architectural and historical evaluation should be undertaken at Station Lake Worth Inlet and Station St. Petersburg.

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## INTRODUCTION

In August, 1983, the Archeological Services Branch of the National Park Service, Southeastern Region, conducted a reconnaissance-level archeological survey and historic structures assessment of seven U.S. Coast Guard installations in Florida to determine the cultural resource potential of the installations and identify those properties which require further survey or evaluation. The work was conducted with funds (\$2,280.00) transferred from the Department of Transportation, U.S. Coast Guard, Seventh Coast Guard District, Miami, Florida, under Military Interdepartmental Purchase Request 07-6408-83. The cultural resource survey was requested by the U.S. Coast Guard in order to comply with the National Historic Preservation Act (P.L. 89-665), as amended, Executive Order 11593 (Protection and Enhancement of the Cultural Environment), and the Advisory Council's Procedures for the Protection of Historic and Cultural Properties (36 CFR 800). These laws and regulations require Federal agencies to consider the presence of significant cultural resources before undertaking any project that may cause irreparable loss or destruction of such resources and call for the systematic search, documentation, and evaluation of cultural resources on public lands. The report documents the findings on the seven bases and provides recommendations to the Coast Guard for further architectural and historical evaluation on three bases.

Personnel and Project Background. The survey work for the Archeological Services Branch was conducted from August 2-9, 1983, by Mr. Edwin Hession, Staff Archeologist, and Ms. Susan Garrett, Intern Archeologist. Previous to the field inspection, Mr. Hession and Ms. Garrett visited the Florida Division of Archives, History, and Records Management in Tallahassee to make a records search to determine the presence or absence of known archeological sites on

each property. Following this, the responsible ASB personnel drove to Miami to discuss plans for the the cultural resources survey and general compliance needs in the Seventh Coast Guard District. Information was sought on each installation regarding the construction dates and modifications to the structures, degree of ground disturbance, and planned or proposed development projects, though little such information was available given the limited time budgeted for this project component.

Following the survey, Ms. Mary Ann Eaddy (Historian), Mr. Stuart Johnson (Historian), and Mr. Mark Lynch (Architect), all with the Preservation Services Branch of the National Park Service, provided comments on the National Register eligibility of the historic structures. Mr. Kirk Cordell (Architectural Historian) provided a written review of the historic structures assessments and recommendations provided herein. However, all recommendations and errors are solely the responsibility of the author.

Acknowledgements. This report benefited greatly from input offered by Mr. Hession. Collectively we would like to thank Mr. Eric Wolfe (Environmental Specialist) and Mrs. Norma Wrigley (Real Property Specialist) of the Seventh Coast Guard District for their assistance throughout the project. Mr. Louis Tesar (Historic Preservationist) and Mr. Mike Zimny (Historic Sites Specialist) of the Florida Division of Archives, History, and Records Management were also helpful throughout.

## STATION CORTEZ, MANATEE COUNTY

Description of Property. Station Cortez is a 1.1 acre site located in the city of Cortez, Florida, in T35S, R16E, Section 3. The station fronts Sarasota Bay, and is separated from the Gulf by Anna Maria Key (Figure 1). The main building, in which the Coast Guard operations are now based, was built in 1898 and housed the first post office and general store in Cortez. The building, which later became the Albion Inn, was purchased by the Coast Guard in 1974, after which extensive modifications were made to the structure and the property (Figure 2).

Archeological Potential. The records search at the Florida Division of Archives, History, and Records Management showed that no archeological sites were recorded for the property. An earlier review of pertinent maps and soil surveys showed that Station Cortez is located on urban land (U.S.G.S. Bradenton Beach Quadrangle, 7.5 Minute Series, 1964 [PR69]). The Soil Conservation Service map for Manatee County identifies the Station Cortez property as "filled Canaveral sand," a mapping unit described as a poorly drained soil consisting of sand and shell dredged from water areas and then leveled and filled, mainly for urban use (USDA 1983). In light of this, Mr. Tesar stated that the potential for significant archeological properties on the property was extremely low. The validity of this judgement was confirmed when, following the survey, the investigators located a copy of an early photograph showing that in the early 1900s water extended to the edge of the old hotel.

Archeological Survey and Results. The site visit to Station Cortez revealed the extensiveness of recent ground-disturbing modifications on the property. Approximately 80 percent of the land is covered with parking areas, concrete slabs, walkways, or

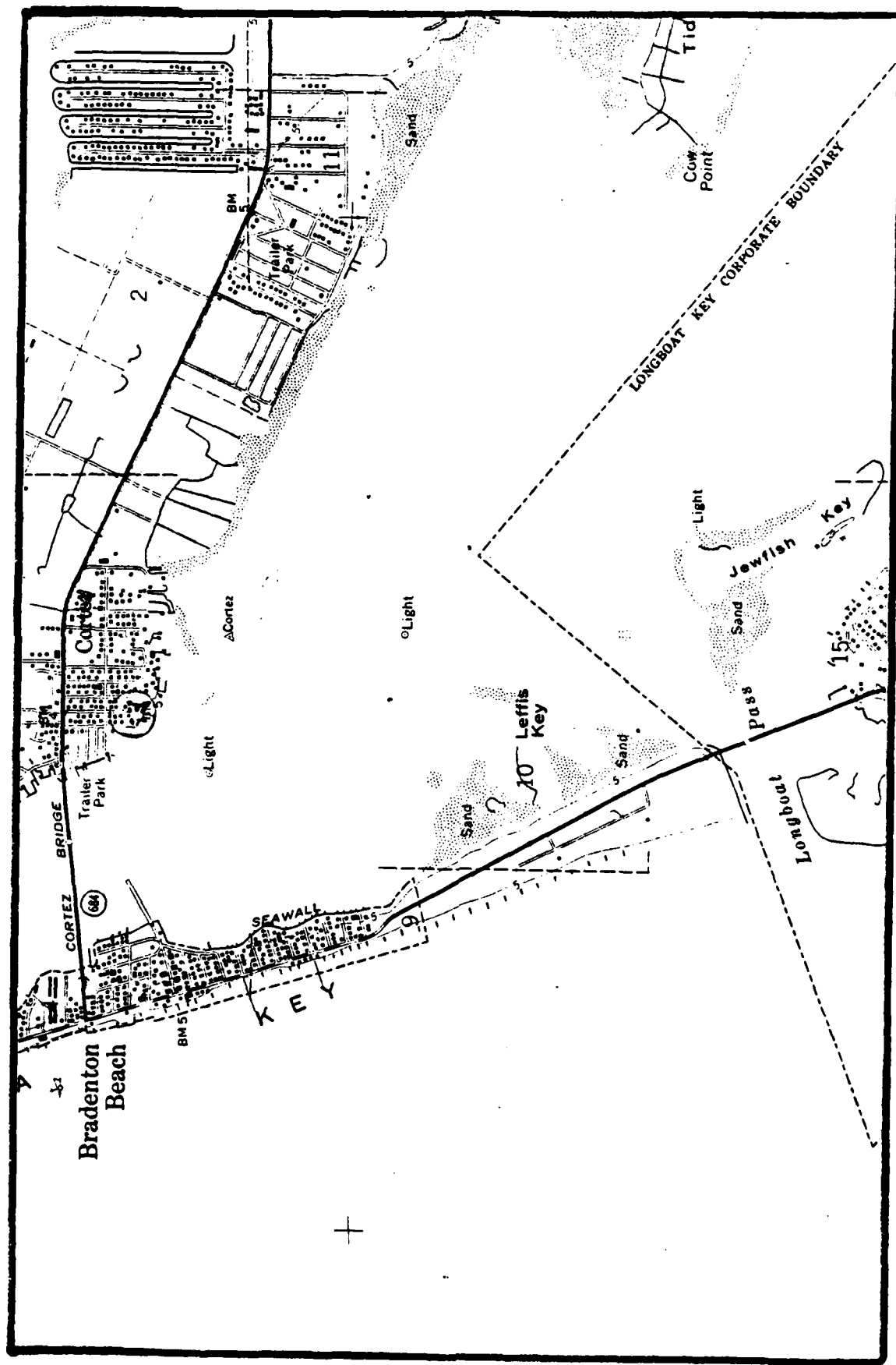
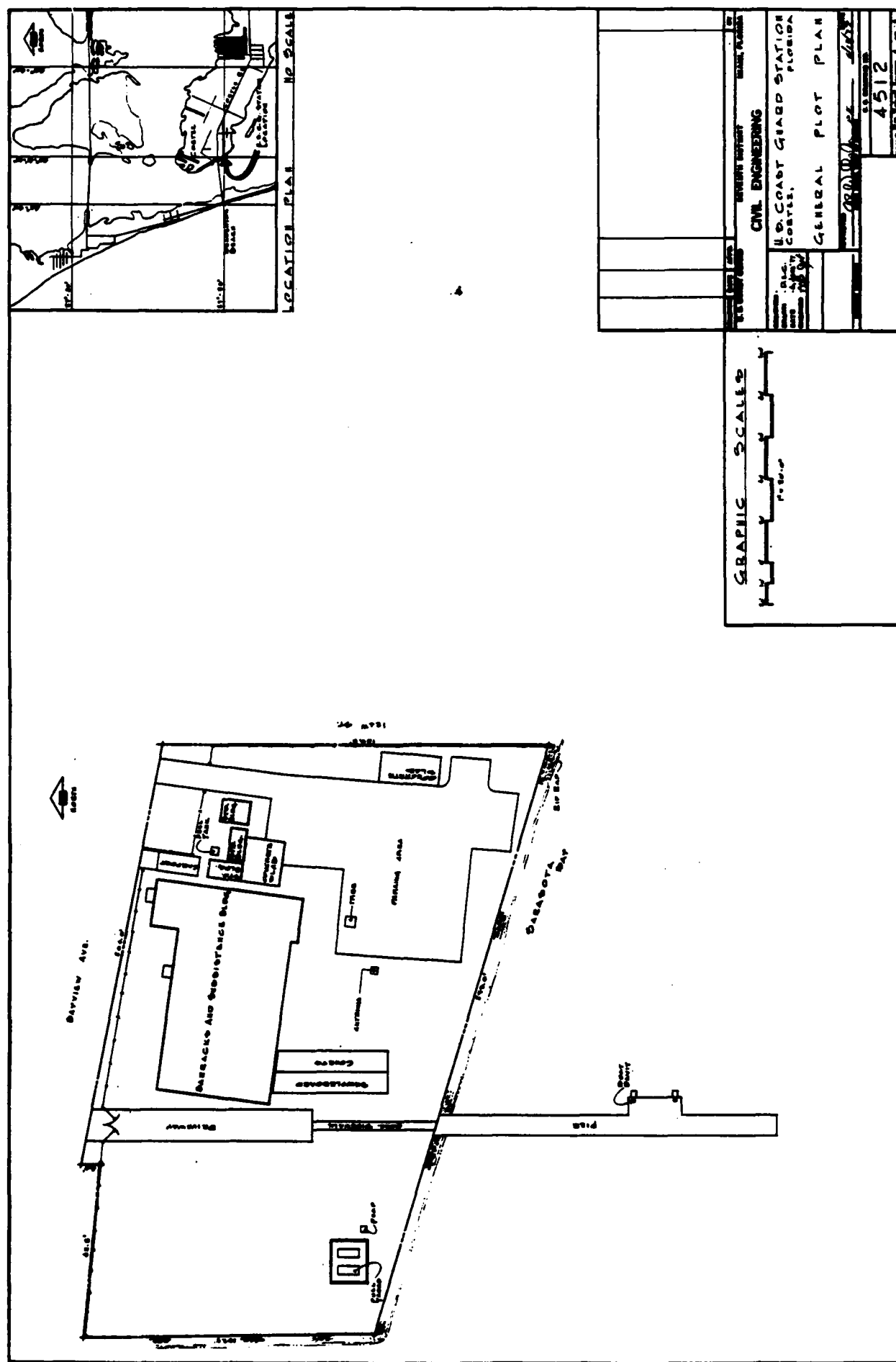


Figure 1. Location of Station Cortez. U.S.G.S. Bradenton Beach Quadrangle, 7.5' Series, 1964[PR69].





**Figure 2. General Plot Plan, Station Cortez.**

buildings, and the entire southern and western edges of the property are bounded by a concrete seawall.

In light of the extremely low site potential of the property and the extensive ground disturbance, a non-systematic surface inspection of exposed ground areas was employed during the survey. The survey revealed no evidence of prehistoric occupation on the property, and it is the investigators' opinion that no significant archeological sites are extant on the property.

Historic Structures Documentation. The main building on Station Cortez was built in 1898, and housed the first post office and general store in Cortez. In 1901 the building was expanded, and 20 years later enlarged on pilings (Sarasota Herald Tribune, 9 February 1981). Later the building was turned into a hotel, the Albion Inn. Early photographs from that time show the building to have been a two-story, white clapboard structure on the edge of the water (Figures 3-4).

One of the inn's early owners, Joe Guthrie, was in the process of building a seawall when a hurricane struck the area in 1921, washing away the pilings and the dock (Bradenton Herald, n.d.). After the storm, Guthrie rebuilt the seawall around the property. In 1952, the inn was bought by August Antilla, who continued to operate the inn until 1974 when it was purchased by the Coast Guard (Figures 5-6).

Following purchase by the Coast Guard, extensive renovations to the building and grounds were made. The grounds were largely covered with concrete slabs for parking, and prefabricated outbuildings were added, all of which greatly altered the setting. On the exterior of the old inn, the wood siding was removed and replaced with aluminum siding. The screen porches were removed, the original doors were replaced, sliding glass doors were installed, air-conditioning units were added, and all but one of the wood windows were replaced with aluminum windows (Figures 7-10). The

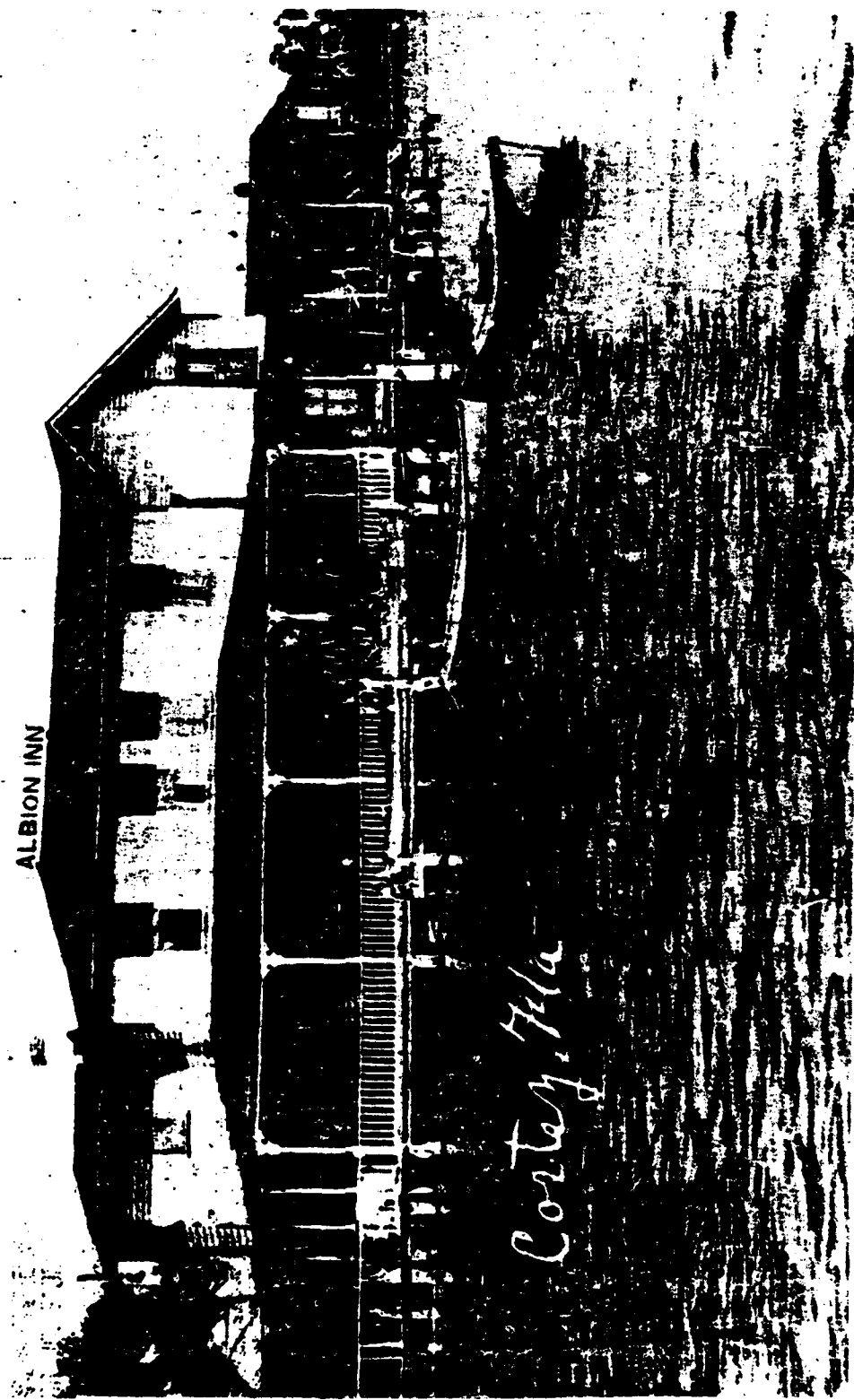


Figure 3. The Albion Inn in the early 1900s (Sarasota Herald-Tribune, 9 February 1981).



Figure 4. Early vacationers at the Albion Inn (Sarasota Herald-Tribune, 9 February 1981).



Figures 5-6. Views of the Albion Inn as it looked at the time of its purchase by the Coast Guard in 1974.



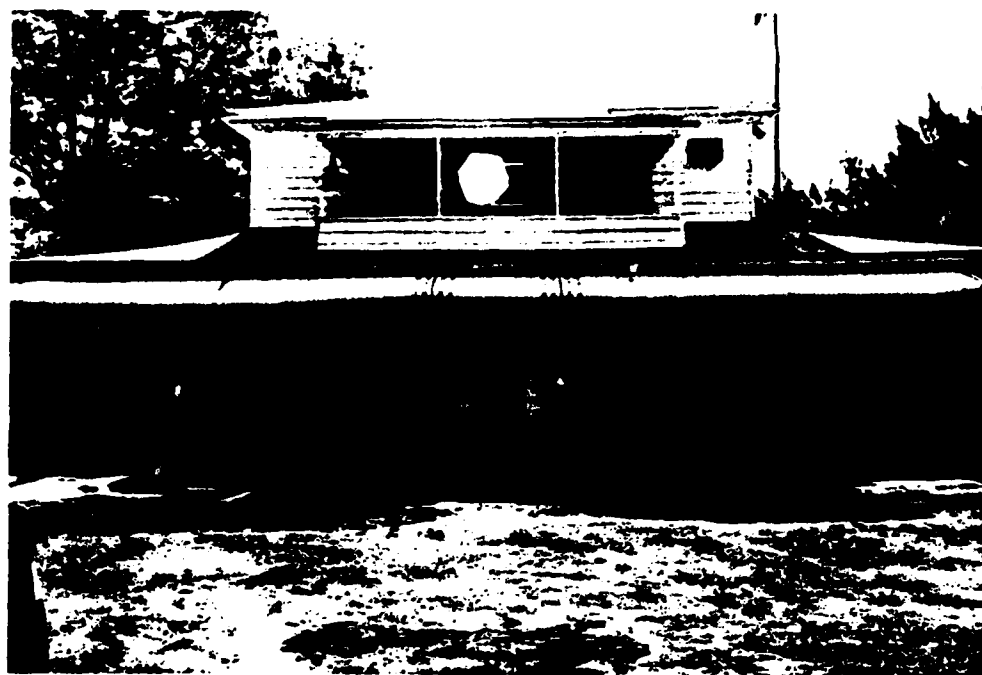


Figure 7. South elevation, administration and barracks building, Station Cortez.

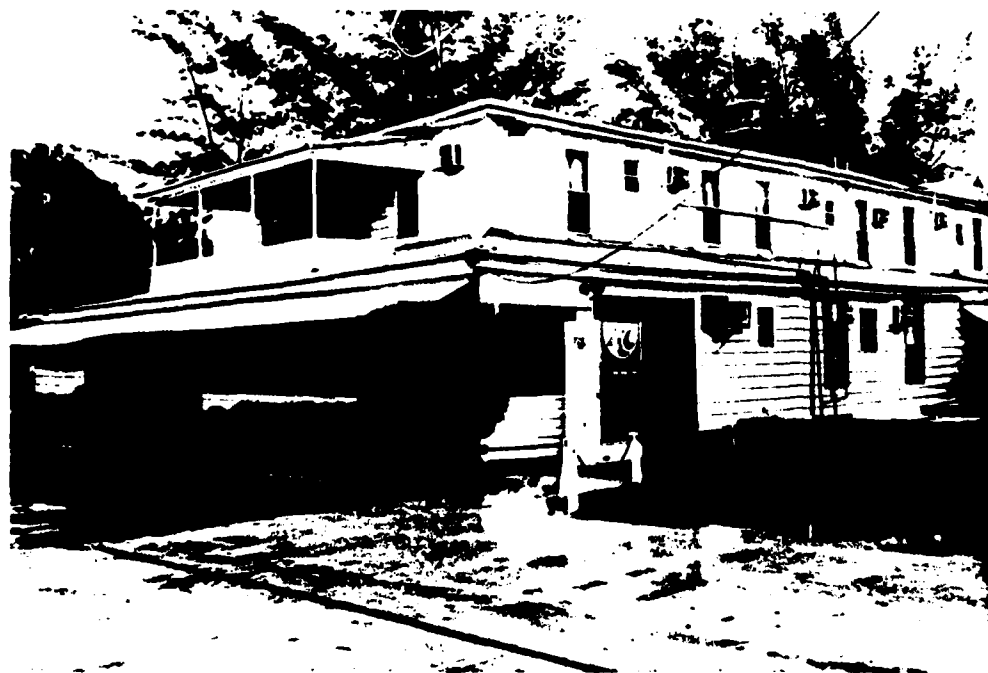


Figure 8. Oblique view of administration and barracks building, Station Cortez.



Figure 9. Entrance to administration and barracks building, Station Cortez.



Figure 10. Aluminum siding, aluminum windows, and air conditioning unit, administration and barracks building, Station Cortez.

interior of the building was also extensively remodeled to make modern office and living space: the original wood staircases were taken out, dropped ceilings were installed, panelling was used to partition old areas, and the kitchen was replaced with a modern messhall kitchen.

In light of the extensive modifications, it is suggested that the administration and barracks building no longer maintains the historic character that would make it eligible to the National Register of Historic Places. Additionally, no other buildings on Station Cortez are of possible historic significance.

Summary and Recommendations. The archeological survey did not reveal any potentially significant cultural properties on Station Cortez. No further archeological investigations are recommended. The historic structure assessment suggested that in light of the extensive interior and exterior modifications, the administration and barracks building, though of local historical interest, no longer maintains the historic character that would make the structure eligible to the National Register. Though the Coast Guard may wish to undertake further research on the historic significance of the building, no further historic structures documentation is required.



## HILLSBORO INLET LIGHT STATION, BROWARD COUNTY

Description of Property. The Hillsboro Inlet Light Station occupies approximately 3 acres of land on the north side of Hillsboro Inlet. The property adjoins the Hillboro Country Club at Hillsboro Beach and is located in T48S, R43E, Section 29 (Figure 11). The Coast Guard purchased the property in 1903, and the complex, constructed in 1907, consists of a lighthouse, light keeper's quarters, senior officers' quarters, crews' quarters and a shop/garage building (Figures 12-13). A cinderblock radio, timer and generator building, now used for office space, was added in 1942. The complex was entered in the National Register of Historic Places on February 16, 1979. An update of the current condition of the complex is provided.

Archeological Potential. The records search at the Florida Division of Archives, History and Records Management showed that no archeological sites were recorded for this property. An earlier review of pertinent maps and soil surveys showed that most of the station is in a sand area, with both the western edge and the northern tip of the property having been dredged or accreted at some date after 1962 (U.S.G.S. Boca Raton Quadrangle, 7.5 Minute Series, 1962 [PR69]) (Figure 14). This was verified by Petty Officer Mike Sutton, the present keeper of the lighthouse, who stated that the western margin of the station had been a low-lying swampy area until the inlet was dredged and the bulkheads implaced.

In view of the lack of recorded sites, the history of construction-related modifications on the upland portions of the station, and the recent origin of the lower-lying portions, the potential for significant archeological resources being located on the station was considered extremely low.

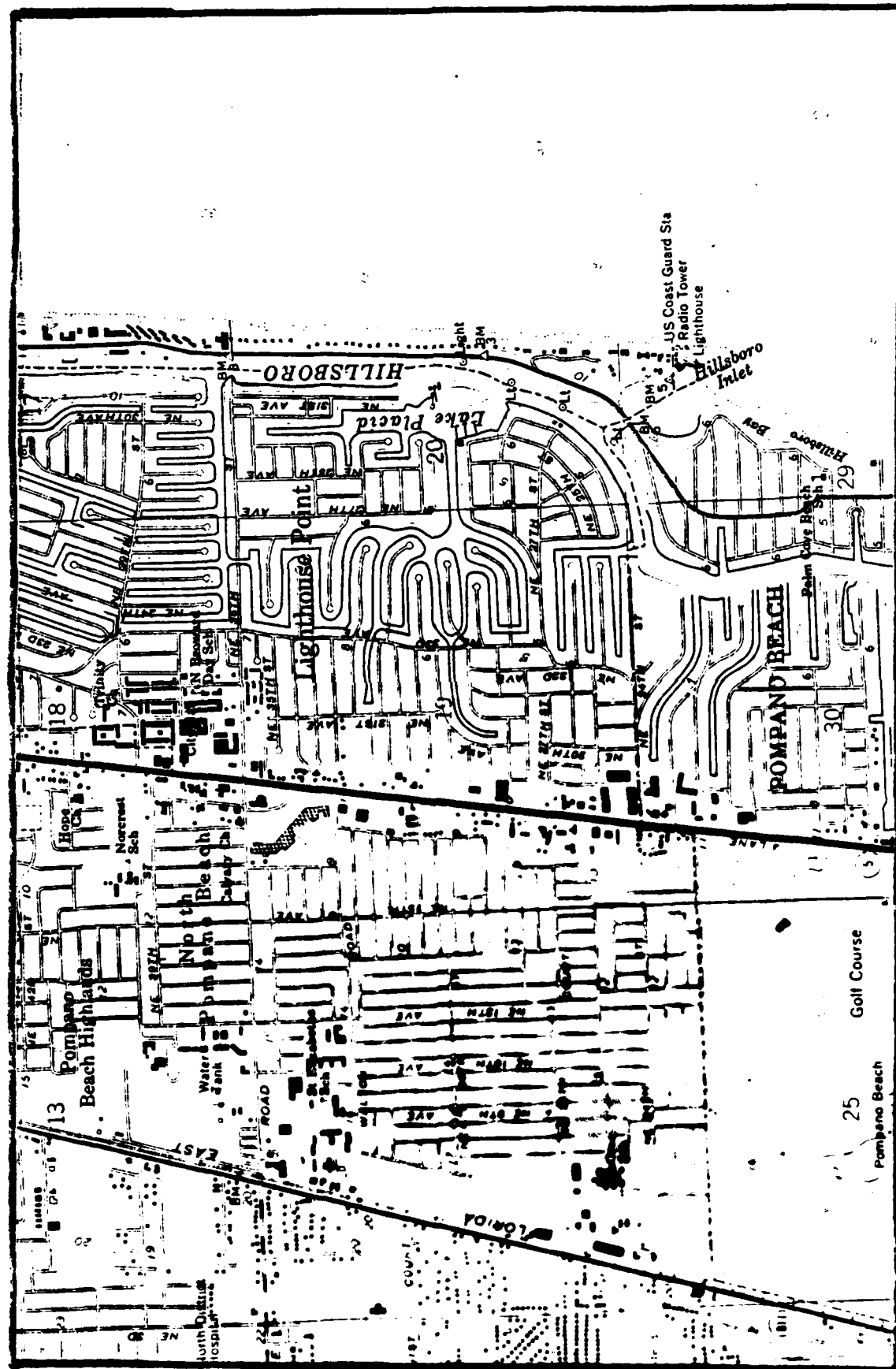


Figure 11. Location of Hillsboro Inlet Light Station. U.S.G.S. Boca Raton Quadrangle, 7.5' Series, 1962 [PR69].

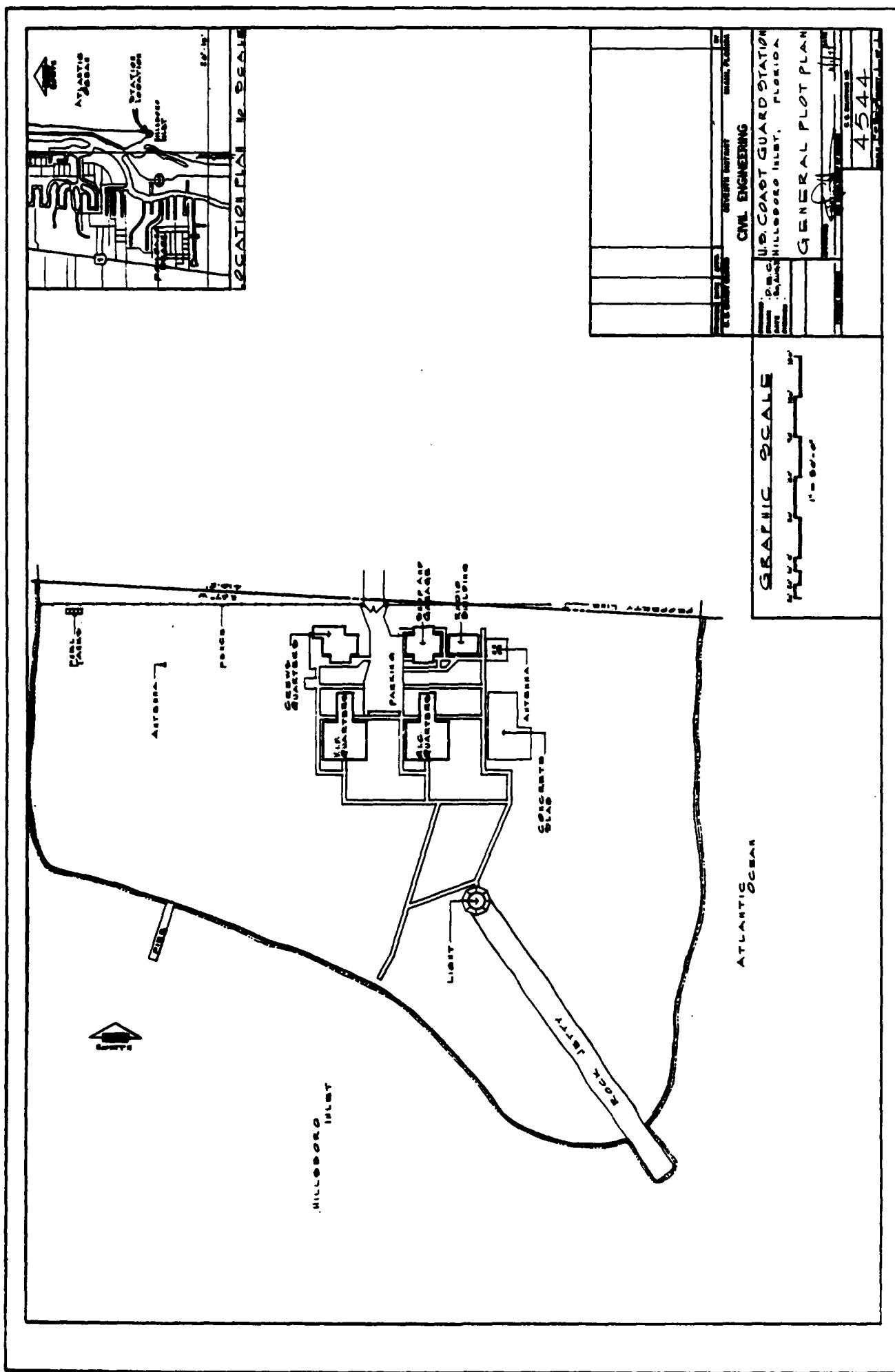


Figure 12. General Plot Plan, Hillsboro Inlet Light Station.



Figure 13. View from entrance of Hillsboro Inlet Light Station, looking south.



Figure 14. View of Hillsboro Inlet Light Station looking east. Crew's quarters to left; senior officer's quarters to right. Low-lying swampy area in foreground is dredged or recently accreted land.

Archeological Survey and Results. Because of the low site potential, the degree of ground disturbance, and the high degree of ground visibility, a walk-over reconnaissance survey, minus subsurface testing, was conducted. This survey gave no indication of prehistoric or early historic occupation. It is therefore the investigators' judgement that no significant prehistoric sites exist at the Hillsboro Inlet Light Station and no further archeological investigations are recommended for the facility.

Historic Structures Documentation. As mentioned above, the Hillsboro Inlet Light Station was listed on the National Register of Historic Places in February, 1979. A copy of the Florida Master Historic Site Data Sheet and of the National Register nomination form are included as Appendix A. This report does not aim to repeat the information contained in these forms, but to supplement this information and to document the current condition of the structures.

The lighthouse itself, an octagonal, pyramidal iron skeleton tower 132 feet high, was built in 1907. The light is still operational, and the structure is in an unaltered condition. The Coast Guard has tentative plans to waterblast and repaint the lighthouse, but this should not change the integrity or historic character of the structure.

In contrast to the unaltered condition of the lighthouse, the four associated buildings dating to ca. 1907 have been extensively modified. The light keeper's quarters (also known as Quarters 1 and the O.I.C. Quarters) and the senior officers' quarters (also known as Quarters 2 or the V.I.P. Quarters) are recorded in the State files and on the National Register forms as one-story T-shaped white clapboard buildings either having minor alterations or being "virtually unaltered since their construction." In fact, the two buildings, which are identical in design, are two stories high, and they have been extensively modified over the years. At the time of the Park Service survey the exteriors had been covered with aluminum siding, obtrusive air conditioning units had been installed, the

original wood windows replaced by aluminum windows, and the ornamental wood corner braces removed (Figures 15-17). Coast Guard plans for renovating the building call for replacing the aluminum siding with vinyl siding and replacing the present aluminum windows with wood windows which will more closely approximate the original.

The modifications on the interior of the two cottages have been far more intensive than the exterior modifications. Both cottages originally had four rooms of equal dimensions, a breezeway, and a kitchen with an open fire pit. During the extensive renovation of the cottages, the breezeways were boxed in, the original kitchen was closed in and modified to make a modern kitchen, a downstairs bathroom was added, and the chimneys were covered. Panelling or sheet rock was placed over the original Dade County pine walls (Figure 18), and a dropped ceiling with acoustical tile was installed over the original pine ceiling. Present Coast Guard plans call for further extensive changes, such as the addition of an upstairs bathroom, adhesive applied parquet flooring, and a remodeled kitchen, to make the quarters more comfortable.

Behind the two larger cottages are the crews' quarters and the shop/garage. These buildings, also dating to ca. 1907, are of the same architectural style as the rest of the complex. The modifications to these two smaller buildings are similar in nature and extent to the modifications described for the larger cottages. The National Register statement of significance does not mention the crews' quarters, and states that the smaller buildings, "due to their ancillary nature, removed distance from the light, and their nondescript and ordinary architecture, are of little important [sic] to the historical significance of the property." It should be noted, however, that the two smaller buildings are not ancillary in nature, are not far removed from the lighthouse, and are of the same architectural style as the two larger cottages that the reviewer felt were significant.



Figure 15. South (front) elevation of keeper's cottage, Hillsboro Inlet Light Station.



Figure 16. View of keeper's cottage looking south-southwest, Hillsboro Inlet Light Station.



Figure 17. Partial west elevation of keeper's cottage, Hillsboro Inlet Light Station.



Figure 18. Interior view of keeper's cottage, Hillsboro Inlet Light Station. Ripped out portion of panelling shows original Dade County pine walls underneath.



The final building on the Hillsboro Inlet Light Station is a cinderblock radio, timer, and generator building built in 1942. This building has no historical significance and does not contribute to the historical integrity of the complex.

Summary and Recommendations. The archeological survey suggested that no significant prehistoric or historic sites exist at the Hillsboro Inlet Light Station, and no further archeological investigations are recommended for the facility. The historic structures documentation revealed that the National Register forms were not correct in all aspects and should be amended to include the crews' quarters and shop/garage in the significance statement. The nomination should also be updated to reflect the current condition of the keeper's quarters.

## STATION LAKE WORTH INLET, PALM BEACH COUNTY

Description of Property. Station Lake Worth Inlet occupies approximately 3.4 acres of land on the southeastern edge of Peanut Island, an island of approximately 65 acres at the entrance to Lake Worth Inlet (Figure 19). It is in the city of Riviera Beach, and is located in T42S, R43E, Section 34. The physical complex consists of two main buildings, denoted on the General Plot Plan as the barracks and boat house (Figure 20). The abandoned fallout shelter noted on the plot plan is on a parcel of property which has reverted to the Port of Palm Beach (N. Wrigley, Real Property Officer, U.S. Coast Guard, Seventh District, personal communication 1984).

Archeological Potential. The records search at the Florida Division of Archives, History, and Records Management showed that no archeological sites were recorded for this property. The U.S.G.S. topographic map (Riveria Beach Quadrangle, 7.5 Minute Series, 1946 [PR67]) shows that much of the island has been used for dredge spoil, and that a seawall was placed around the Coast Guard property some time between 1946 and 1967.

The Soil Conservation Service map for Palm Beach County shows the entire island to be composed of shaped Quartzipsammments (USDA 1978). This mapping unit consists of deep sandy soils in areas where natural soils have been extensively disturbed by cutting down ridges and spreading the soil over adjacent areas, or by filling low areas above natural ground level. In view of the lack of recorded sites for Peanut Island and its history of use as a dredge spoil area, the potential for significant archeological sites on Station Lake Worth Inlet was considered low.

Archeological Survey Methodology and Results. Because of the low site potential and the degree of ground disturbance, a walkover reconnaissance survey without subsurface testing was conducted. The

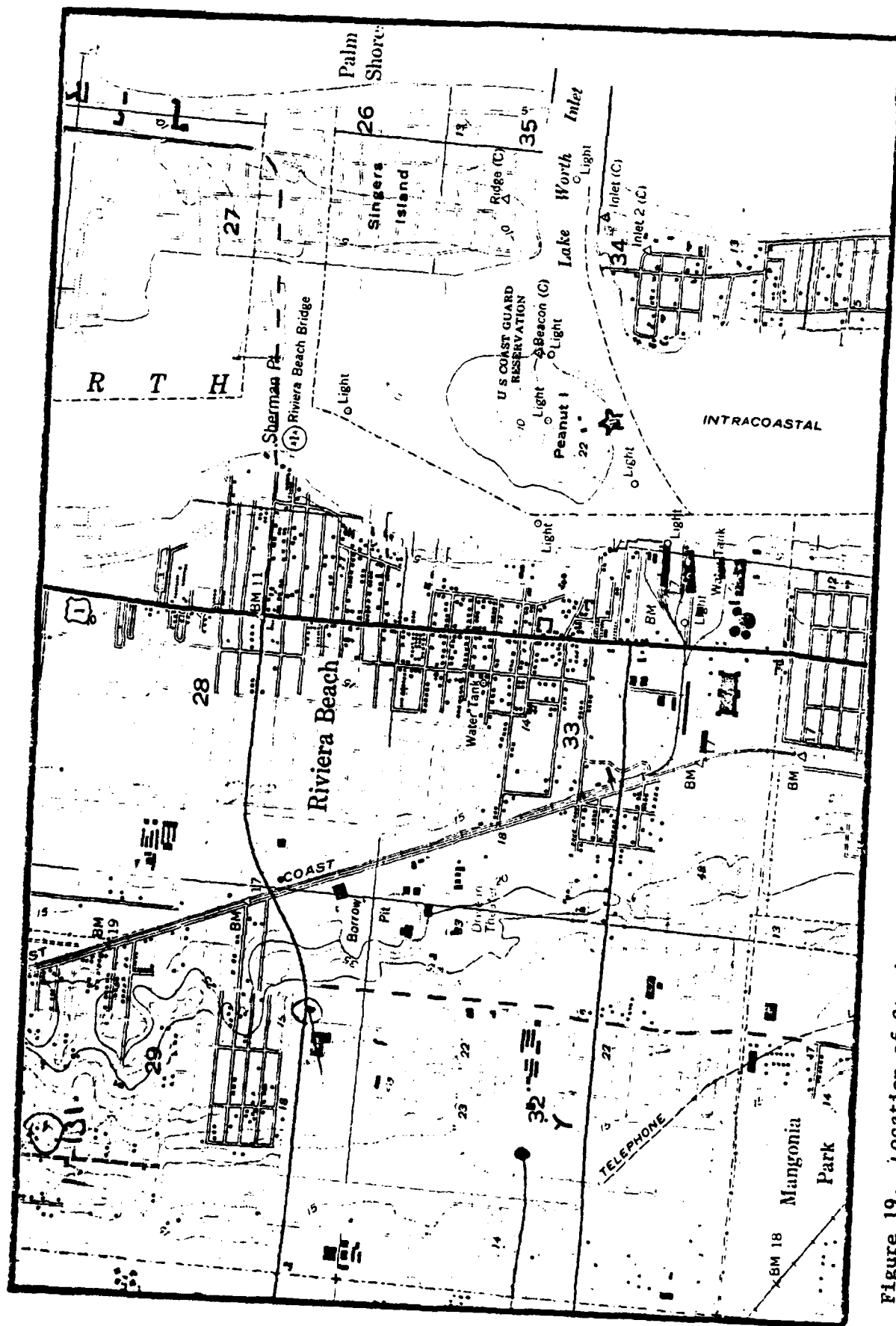


Figure 19. Location of Station Lake Worth Inlet. U.S.G.S. Rivera Beach Quadrangle, 7.5' Series, 1946 [PR67].

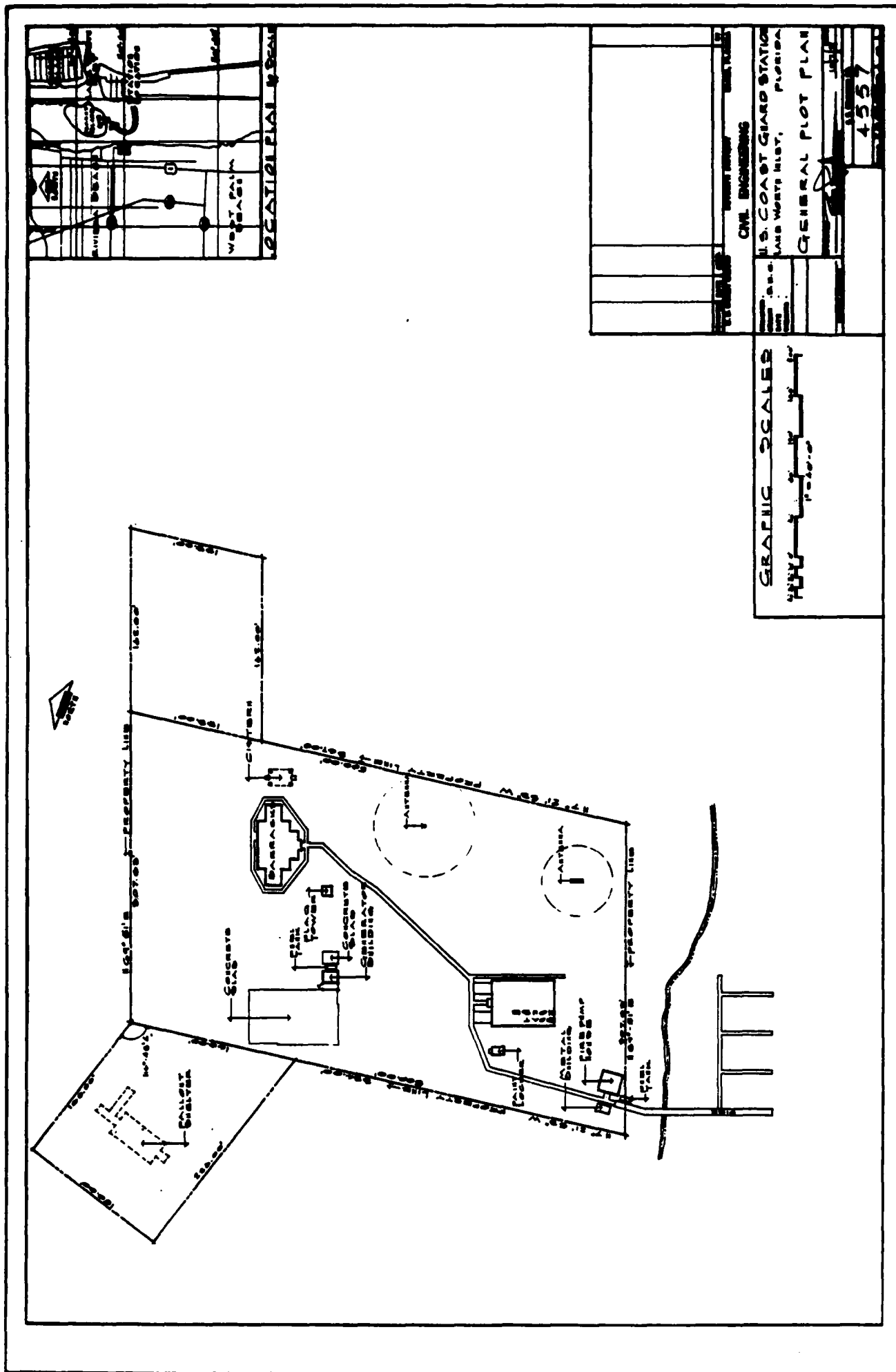


Figure 20. General Plot Plan, Station Lake Worth Inlet.

survey gave no indication of prehistoric or early historic occupation. It is the investigators' judgement that no significant prehistoric sites exist at Station Lake Worth Inlet and that no further archeological investigations are needed at the facility.

Historic Structures Documentation. The two original buildings at Station Lake Worth Inlet are the barracks and the boathouse. These buildings were constructed in 1936. The barracks building, which also serves as the station headquarters, is on high ground, with an open grassy area sloping down to the boathouse and the water (Figure 21).

The barracks building is a two-story white frame building with a basement, loft, three front dormers, and a watchroom (Figures 22-25). The exterior has remained relatively unmodified since its construction, except for the addition of white vinyl siding. The interior has been extensively modified, however, to make modern office space, equipment rooms, living areas, a kitchen, and dining area. All original interior architectural details, proportions, and interior spaces have been completely altered. The walls have been covered with panelling, the ceiling dropped, window air conditioning units installed, and rooms divided.

The boathouse, a white frame building with three dormers on the east and west sides, also maintains its basic character on the exterior although it has white vinyl siding (Figures 26-28). All other buildings on the property except for a small wooden paint house are constructed of prefabricated steel.

The fallout shelter, constructed during the Cuban missile crisis in 1962, is located a short distance northwest of the barracks building (Figure 29). Made of corrugated steel, the fallout shelter was built to house the Kennedy family, who stayed at the Coast Guard Station during the missile crisis (C.W.O. Allen, personal communication 1983). The shelter is now abandoned, and ownership has reverted to the Port of Palm Beach (N. Wrigley, personal communication 1984).



Figure 21. View of Station Lake Worth Inlet, looking north from dock. Boathouse is in foreground and barracks building is in background.



Figure 22. South (front) elevation of barracks building, Station Lake Worth Inlet. Mascot is in foreground.



Figure 23. East (side) elevation of barracks building,  
Station Lake Worth Inlet.



Figure 24. North (back) elevation of barracks building,  
Station Lake Worth Inlet.



Figure 25. Close-up of window, east elevation of barracks building, Station Lake Worth Inlet.





Figure 26. North (front) elevation of boathouse, Station Lake Worth Inlet.

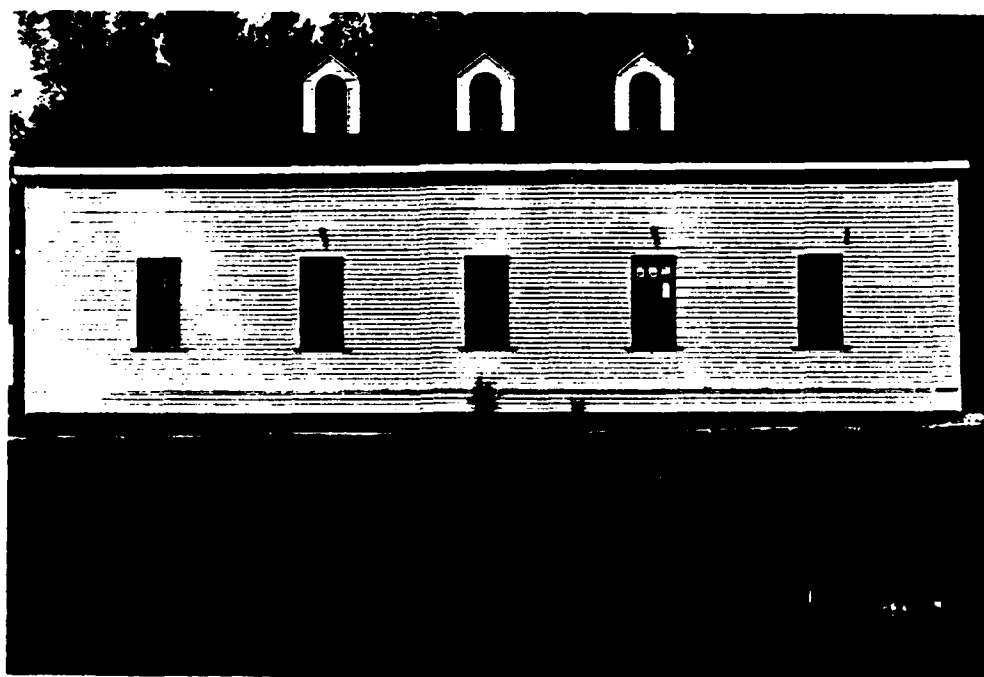


Figure 27. West (side) elevation of boathouse, Station Lake Worth Inlet.



Figure 28. South (back) elevation of boathouse, Station Lake Worth Inlet.



Figure 29. View of fallout shelter built for Kennedys, Station Lake Worth Inlet.

Summary and Recommendations. The background research for Station Lake Worth Inlet suggested that the station had low potential for significant archeological sites, and our reconnaissance survey gave no indication of prehistoric or early historic occupation of the area. It is therefore the investigators' opinion that no further archeological investigations are needed at the facility. The historic structures reconnaissance, however, suggested that additional work should be conducted to determine whether the two buildings retain their integrity beneath the alterations and whether there are any historic associations with the buildings (Cordell 1984). According to Cordell, the date of the buildings and their association with the missile crisis make the sites potentially eligible for the National Register of Historic Places.

## STATION PONCE DE LEON INLET, VOLUSIA COUNTY

Description of Property. Station Ponce de Leon Inlet occupies approximately 93 acres of land just south of the Ponce de Leon Inlet at the junction of the Halifax River and Indian River North. The area is on the extreme northern tip of an elongated barrier island, just north of New Smyrna Beach, Florida. The majority of the station is located in T16S, R34E, Section 32, with a small portion of the holdings in T17S, R34E Section 5 (Figure 30). A large part of the Coast Guard lands were accreted or built up since the jetties along the north and south shore of the Inlet were constructed in 1968-69, though a portion of the property is a former beach strand with a developed sand dune complex and an interior coastal scrub area (Jones and Mehta 1978). The structural complex of the station consists of three primary buildings--a barracks building, boathouse, and garage (Figure 31). All primary structures are wood frame structures of typical 1930s Coast Guard style, but there are several smaller, more recent outbuildings. This complex, which opened in 1938, is the third lighthouse complex to stand at the inlet. The first lighthouse at Ponce de Leon Inlet, then named Mosquito Inlet, was built in 1835 but was never put to use (Greer 1971). The second Ponce de Leon lighthouse and keeper's quarters, dating to the 1880s, is located on the north side of the inlet where it is now used as a public museum after being deeded to the town of Ponce Inlet in 1972.

Archeological Potential. The records search at the Florida Division of Archives, History, and Records Management showed that although a number of large mound sites are recorded in the nearby vicinity, no archeological sites have been reported for the Coast Guard property. The U.S.G.S. topographic map (New Smyrna Beach Quadrangle, 7.5 Minute Series, 1956 [PR70]) shows the large amount of accreted sands that have built up in the area south of the jetty (Figure 32), and Jones and Mehta (1978:24) state that approximately

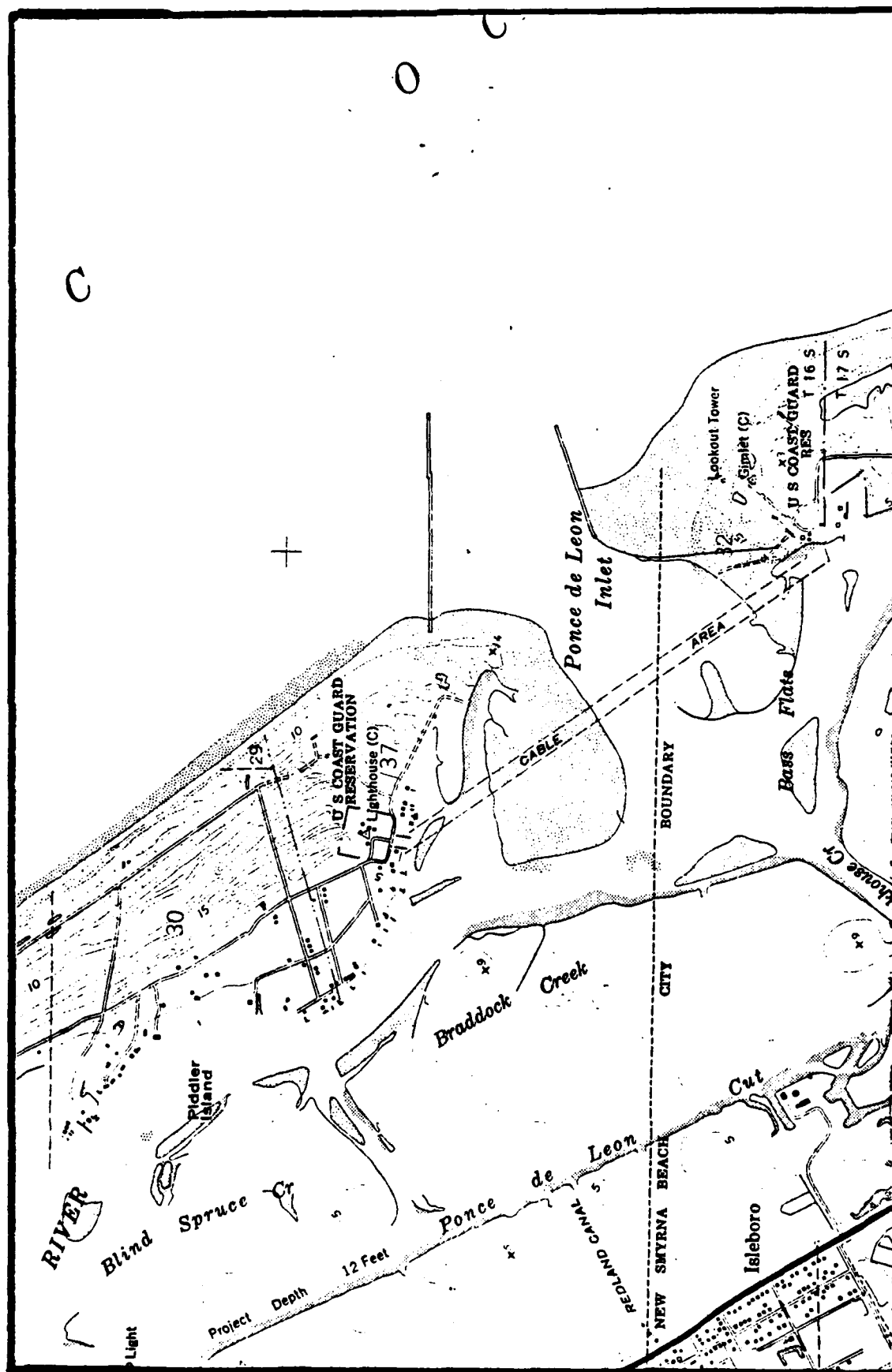


Figure 30. Location of Station Ponce de Leon Inlet. U.S.G.S. New Smyrna Beach Quadrangle, 7.5' Series, 1956 [PR70]. The U.S. Coast Guard Reservation to the north of the inlet was deduced to the town of Ponce Inlet in 1972.





Figure 32. View looking north-northwest to north from atop the Coast Guard tower, Station Ponce de Leon Inlet. The nineteenth century lighthouse is on the north side of the inlet in the background. Immediately south of the inlet is the broad, flat stretch of accreted sands; south of that is the natural dune area.

3 million cubic yards of material had accreted to the south of the jetty between October 1969 and July 1973.

The soil survey map of the area, which does not show the recently built up land, demarcates two broad soil mapping units for the Coast Guard property (USDA 1980). The broad swath of land facing the Atlantic is beach, while the remaining portion is Palm Beach sand. The latter is composed of excessively drained sandy soils on primary dunes bordering the Atlantic Coast. The available water capacity, organic matter content, and natural fertility of Palm Beach sands are very low and the soil is not suited to cultivated crops, citrus production, or pasture. Most areas are in native vegetation of saw-palmetto, scrub oak, cacti, clumps of sea oats, and scattered southern red cedar (USDA 1980). The area of the developed dune complex and interior coastal scrub was considered to hold a moderate potential for site occurrence.

Archeological Survey and Results. The survey consisted strictly of pedestrian surface inspection, with transects walked as shown in Figure 33. The road leading to the U.S. Air Force maintained lookout tower, north-northeast of the Coast Guard complex, was walked. The road, which passes through an area of natural beach dunes, was built up from borrow ditches on either side. Occasional forays into the dune area were made, but all exposed profiles were culturally sterile. Similarly, the dirt road north-northwest of the Coast Guard complex was examined. The entire southern property line was examined, and one investigator walked a zig-zag line east through the heavy palmetto undergrowth, parallel to the southern property boundary. Finally, the lagoon area to the south of the complex was investigated by surface inspection. None of the above investigations yielded any evidence of prehistoric or historic cultural materials.

Historic Structures Documentation. The present Ponce de Leon Inlet Coast Guard station was opened in 1938. The three original



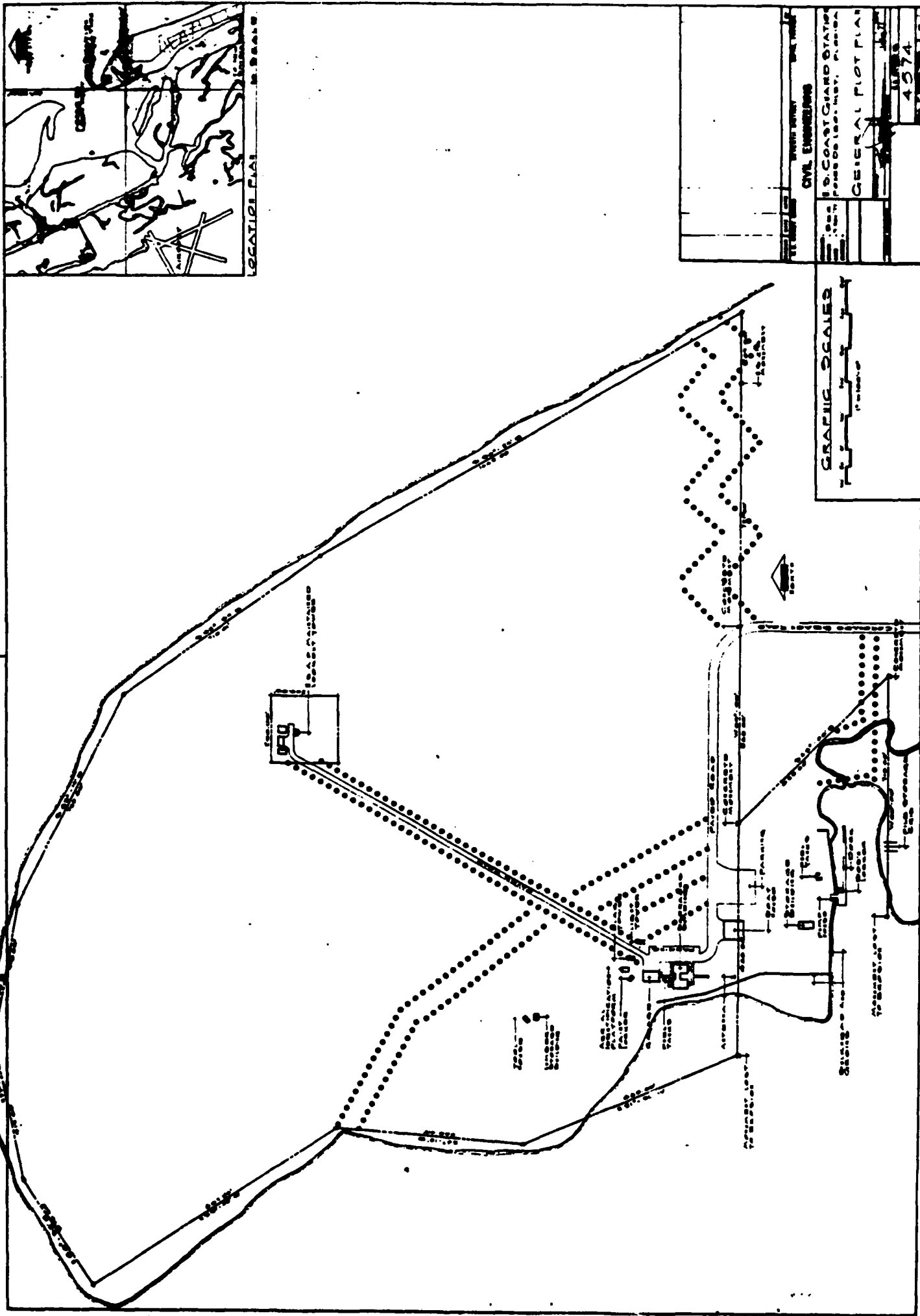


Figure 33. Sketch map of survey coverage, Station Ponce de Leon Inlet. Dotted lines indicate areas inspected during pedestrian reconnaissance.

structures at the station are denoted in the General Plot Plan as the barracks building, boathouse, and garage. All three were originally wood frame, clapboard structures, and all have undergone moderate to extensive alterations. The exterior of the barracks building, which serves as the administrative headquarters as well as a living area, has been altered by the addition of vinyl siding, obtrusive air conditioning units, and solar panels. Aluminum windows have replaced the original wood windows, and new doors have replaced the original doors (Figures 34-37).

The interior has been more severely modified to create modern office space and living areas. All original interior architectural details, proportions, and interior spaces have been altered. The original walls are covered with panelling, the ceilings have been dropped, and rooms have been divided, masking the interior's historical integrity.

The garage, built to house four automobiles, is unmodified except for the addition of vinyl siding. The four dormer windows on the front and back have not been changed, nor have side windows (Figures 38-39). Likewise, the boathouse has not been heavily modified.

Summary and Recommendations. Our archeological survey yielded no evidence for prehistoric or historic sites, and no further archeological investigations are recommended. The historic structures assessment suggested that while the structures may be of local interest, because of their extensive alterations they no longer satisfy the criteria for eligibility for listing on the National Register of Historic Places. No further historic structures documentation is required.



Figure 34. South (front) elevation of barracks building, Station Ponce de Leon Inlet.

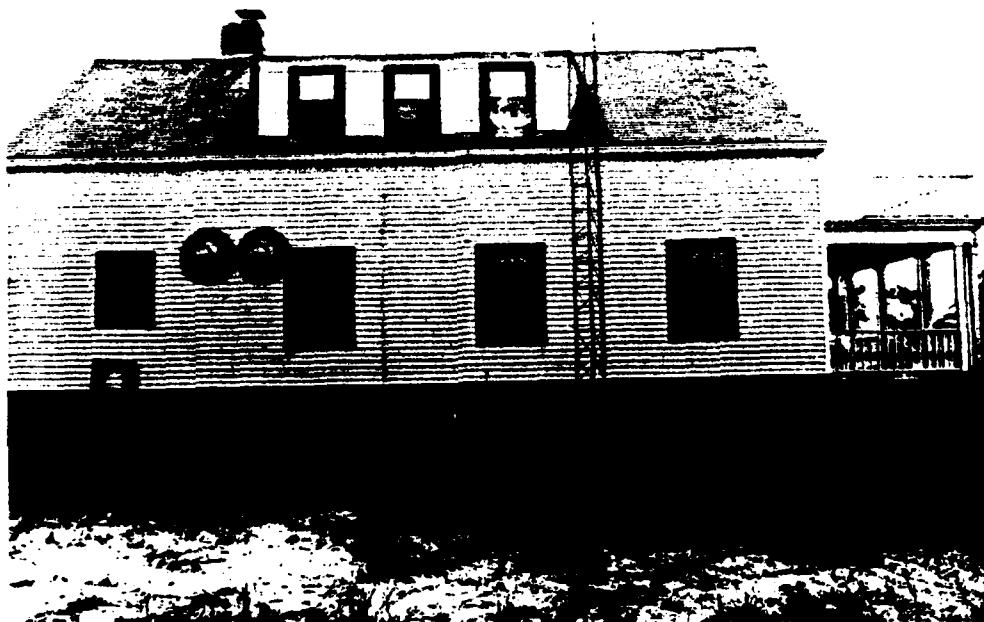


Figure 35. West elevation of barracks building, Station Ponce de Leon Inlet.



Figure 36. North elevation of barracks building, Station Ponce de Leon Inlet. Oblique view from southwest.



Figure 37. Close-up of north elevation, showing "breezeway" of barracks building and newly installed windows, Station Ponce de Leon Inlet.



Figure 38. East (front) elevation of garage, Station Ponce de Leon Inlet.



Figure 39. West (back) elevation of garage, Station Ponce de Leon Inlet.

## SANIBEL ISLAND LIGHT, LEE COUNTY

Description of Property. Sanibel Island is the southernmost of a chain of barrier islands extending off the southwestern coast of Florida from Alligator Creek to San Carlos Bay. The Sanibel Island Light and associated property is on the east end of Sanibel Island at Point Ybel (U.S.G.S. Sanibel Quadrangle, 7.5 Minute Series, 1958 [PR72]) (Figure 40). The tract is composed of approximately 35 acres, approximately half of which is sandy beach. The Sanibel Island lighthouse and keeper's quarters, constructed in 1884, were entered on the National Register on October 1, 1974.

Archeological Potential. Sanibel Island has recently been the locus of two archeological surveys which provide a basis for determining the archeological site potential of the Coast Guard property. Both surveys, one by Kennedy (1978) and another by New World Research (Thomas et al. 1982), were conducted on the J.N. "Ding" Darling National Wildlife Refuge, a 5,613 acre tract to the west of the light station.

Kennedy (1978) suggested that two important predictors of prehistoric site location on Sanibel Island are proximity to protected bays and location on the leeward side of the bay, factors that agree with Grange's (1977) demonstration of an extremely low site probability for Gulf-side sites on barrier islands off the western Florida peninsula. Thomas et al. (1982) supported these statements with data on the geomorphological and depositional history of Sanibel which they correlated with archeological site data.

According to Thomas et al. (1982), Sanibel is a barrier island composed of ten distinct beach ridge sets formed by storm and wave activity in the Gulf. Of these beach ridge sets, only sets 3 and 4

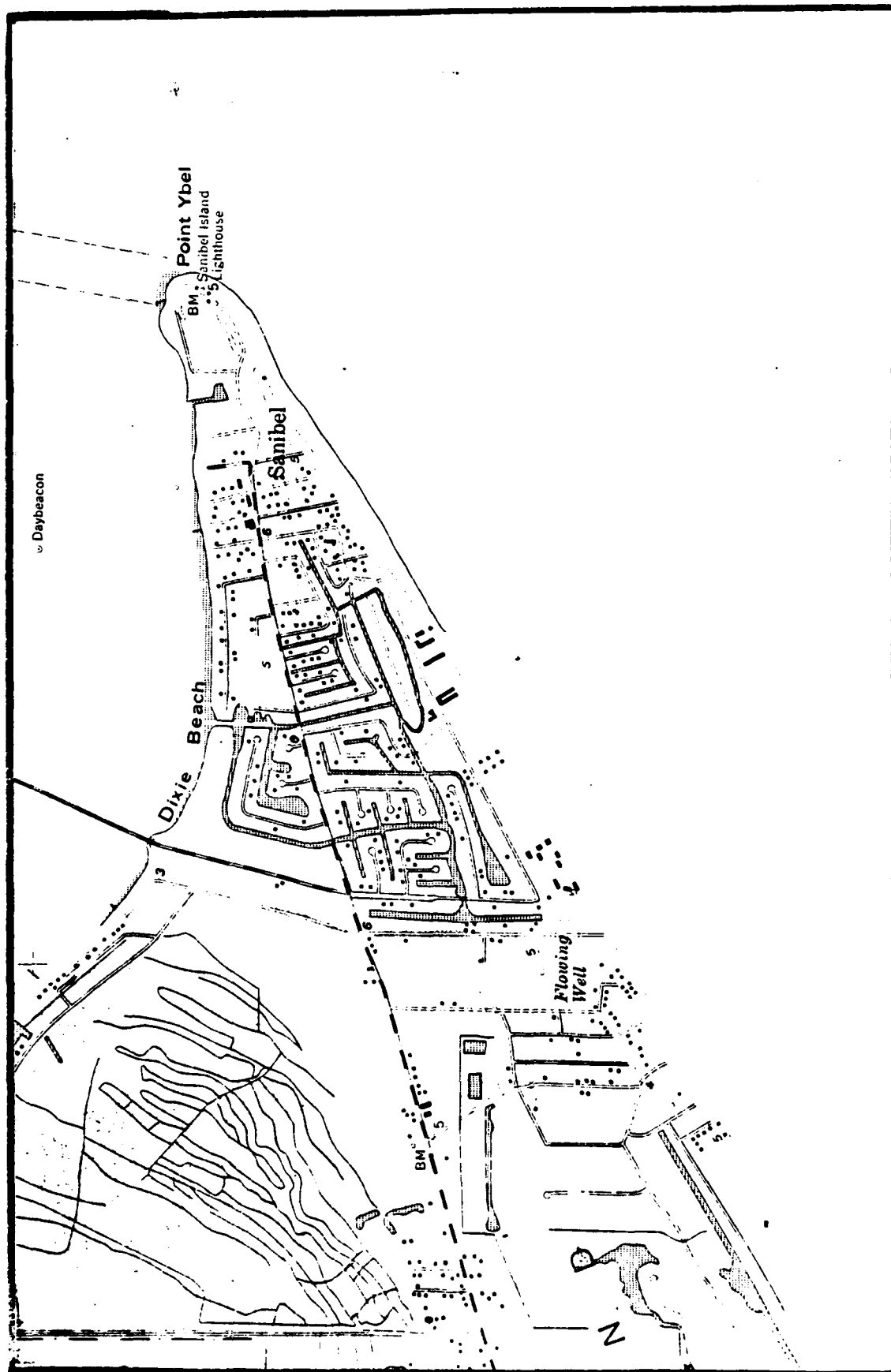


Figure 40. Location of Sanibel Island Light. U.S.G.S. Sanibel Island Quadrangle, 7.5' Series, 1958 [PR72].

have had extensive exposure to the protected bay. All known archeological sites on the island occur either within ridge set 1 or 4, and only sets 1, 3, and 4 would have provided ideal situations for prehistoric settlement (Thomas et al. 1982:61-63). The Coast Guard property on Point Ybel is located on beach ridges 6 and 7, more recent ridges that were never on the protected bay areas preferred by prehistoric populations. As Figure 41 shows, Point Ybel lies outside the areas of high or medium site probability as suggested by Thomas et al. (1982:65), and is of low prehistoric site potential.

A second factor contributing to the low site potential for Point Ybel is previous land disturbance. According to Thomas et al. (1982:21), Sanibel Island was purchased by the Florida Peninsula Land Company in 1831, and in 1832 the town of Sanybel was established. The investors farmed the eastern end of the island (Point Ybel), before their colonizing attempt failed. In the 1850s a second attempt at agriculture was made, although the exact location of the fields is unknown. A third period of agricultural endeavor began approximately 1883 and lasted until the 1920s, during which period large portions of the island were planted as cropland. A map of the island shows that the land where the Coast Guard property is now located was under cultivation in 1926 (Thomas et al. 1982:22). Such cultivation would have disturbed any small archeological sites, the type most likely to have been located away from the prime bayside locations. More recently, extensive land modification has occurred in the form of mosquito control ditches and roads that now dissect much of the property.

Archeological Survey and Results. The techniques used in surveying the upland portion of the Sanibel Island Light property included surface inspection in all areas of good ground visibility, supplemented by judgemental subsurface testing (shovel divots and shovel scrapes) at approximately twenty locations. Modified north-south transects were walked, with deviations made on encountering mosquito ditches. In addition, all roads and foot



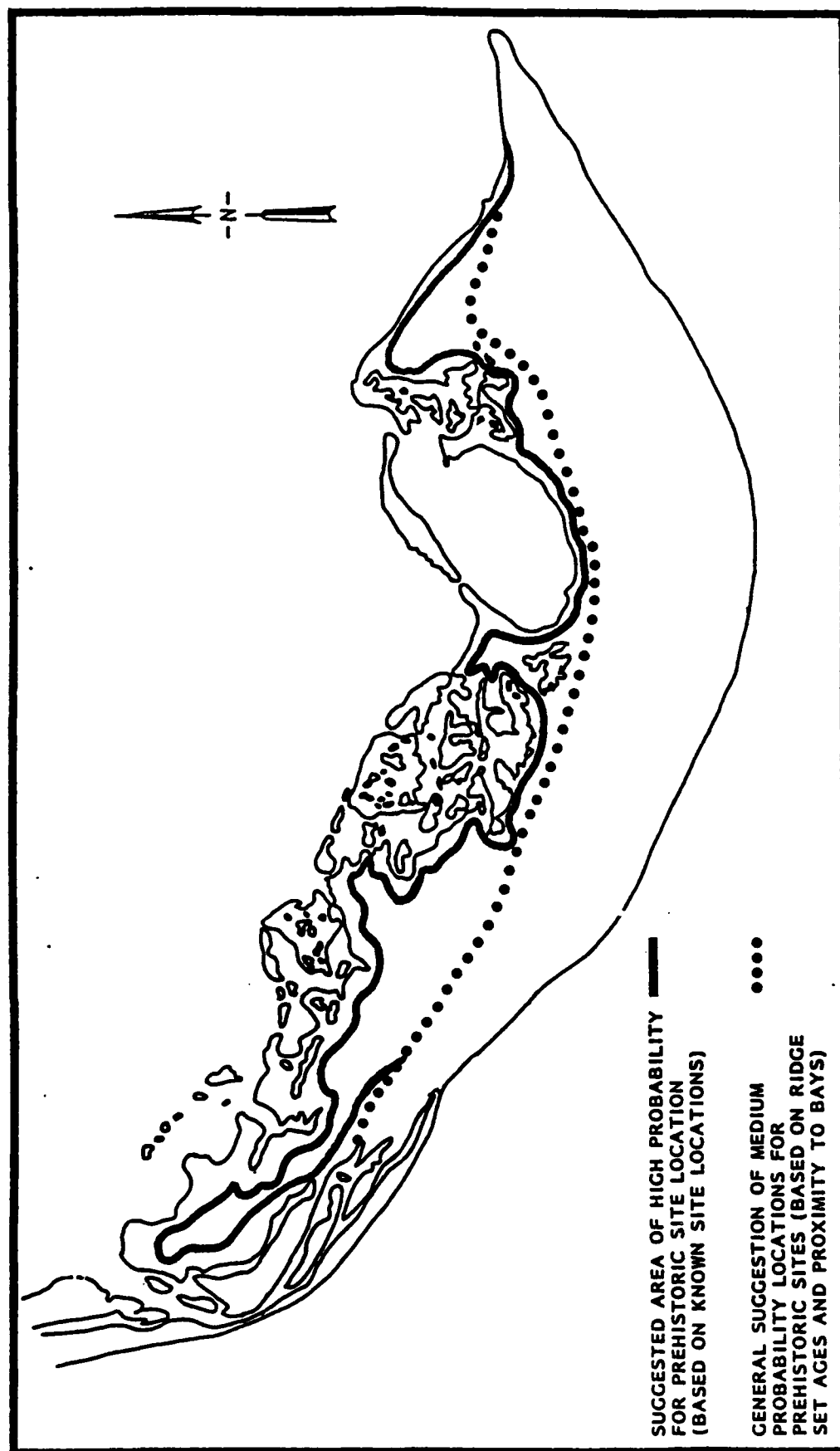


Figure 41. Map of Sanibel Island showing probable high sensitivity areas for prehistoric sites and a general medium sensitivity area (from Thomas et al. 1982).

trails were walked, with careful attention paid to natural exposures (Figure 42). The strip of beach surrounding the property was also walked. The reconnaissance confirmed that the entire area had been extensively modified. Push-up piles, the result of recent ditching of the area for mosquito control, dissected the area. Modern rubble (soft drink bottles, styrofoam, and plastic trash) was found scattered throughout the tract, with a concentration of recent disturbance in the northeast quadrant. This concentration included steel piping, a wooden cable, an old bicycle, and a U.S.G.S. Water Resources Division Observation Well.

Historic Structures Documentation. The Sanibel Island lighthouse and keeper's quarters were listed on the National Register in October 1974. A copy of the Florida Master Historic Site Data Sheet and of the National Register nomination form are included as Appendix A. The following information supplements and updates the information on these forms.

The lighthouse is a skeleton iron structure in the general shape of a frustrum or four-sided pyramid (Figures 43-44). A central cylinder enclosing a spiral stairway is used for reaching the lantern (Fryman 1973). The light has been automated and is still operational.

To the east of the lighthouse are two detached frame dwellings resting on well-braced iron columns (Figures 45-46). Constructed in 1884, these dwellings incorporate architectural features indigenous to the area such as wide verandas extending around the buildings on three sides, hipped roofs surmounted by a single chimney, and "L" extensions, which housed the original kitchens, on one side of each structure (Fryman 1973). The buildings appear to be relatively unmodified, but do have white gypsum siding on the exterior. The National Register nomination form states that both dwellings were attached to the lighthouse by a stairway. However, at the time of

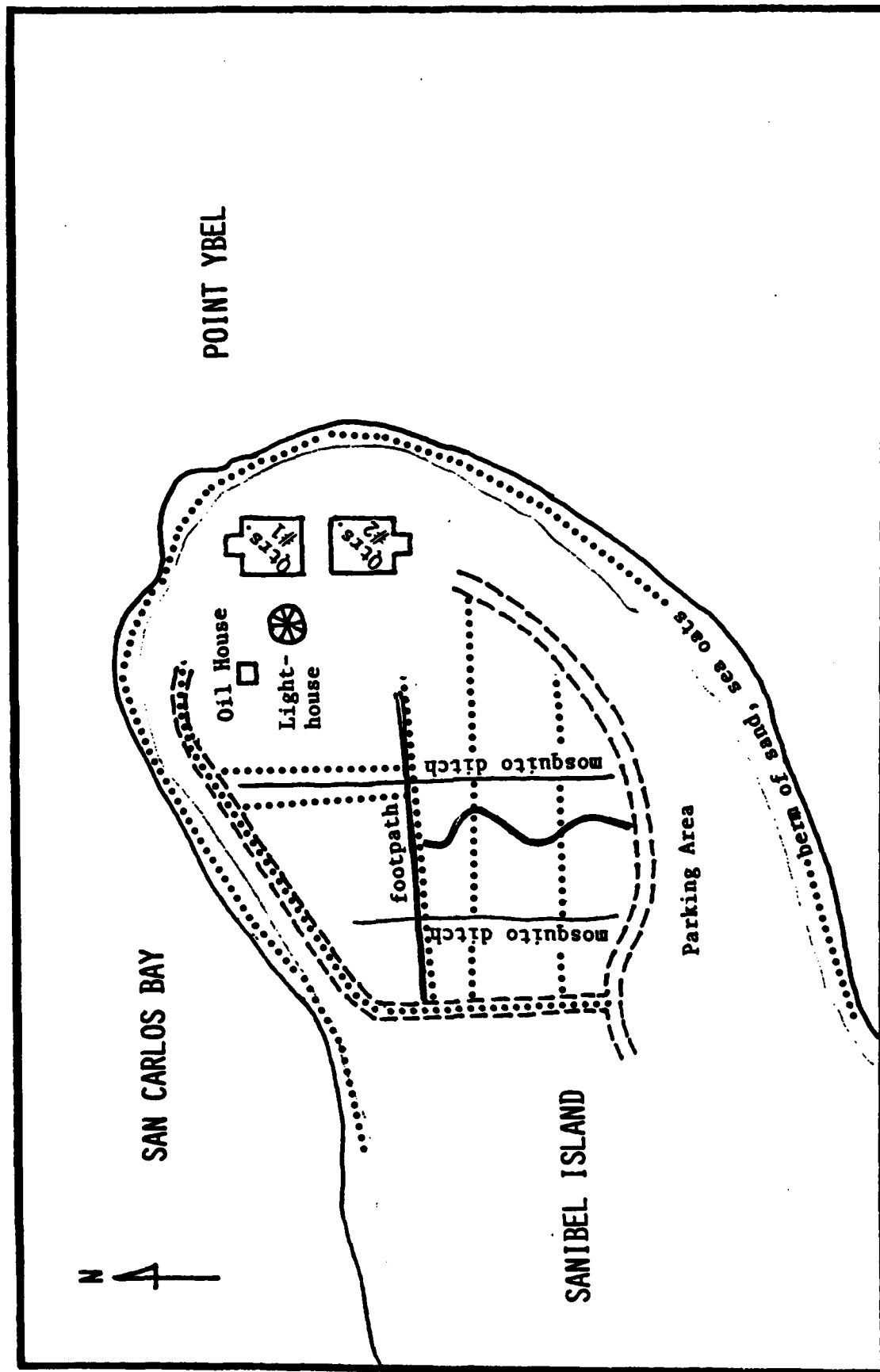


Figure 42. Sketch map of survey coverage, Sanibel Island Light property. Dotted lines indicate areas inspected during pedestrian walk-over.



Figure 43. Sanibel Island Light with keeper's quarters and oil house.

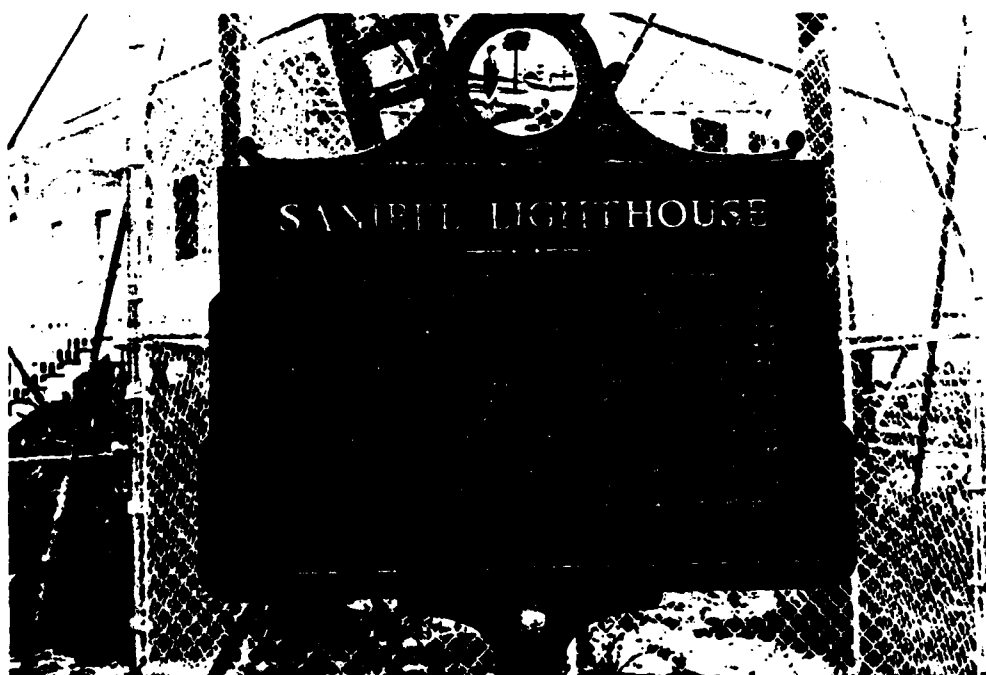


Figure 44. Historic marker placed at Sanibel Lighthouse by the Nicholas Meriwether Chapter of the National Society of Colonial Dames.



Figure 45. View northeast of lighthouse and keeper's quarters, Sanibel.



Figure 46. Front elevation of keeper's quarters #1, Sanibel.

the Park Service survey the only stairways associated with the houses led to the ground.

At the back of one of the cottages, part of a circular brick cistern, not noted on the nomination form, is still standing (Figure 47). An early photograph showed that a similar cistern was once associated with the second dwelling, although no evidence of such a structure is visible on the surface (Phyllis Gubbioti, personal communication 1983).

A fourth structure, not listed on the State file but contributing to the historic significance of the complex, is a small brick oil house constructed in 1884 and associated with the lighthouse (Figure 48). This structure was restored in 1976 by the Nicholas Meriwether Chapter of the National Society of Colonial Dames.

Two recent cinderblock and plywood structures, apparently used for storage, are also on the Coast Guard property. The structures are not in close proximity to the historic nineteenth century buildings and do not contribute to the historic character of the complex.

Summary and Recommendations. Neither the archeological background research nor the reconnaissance survey gave any indication of significant archeological sites extant on the Coast Guard property, and no further survey is recommended. Since the lighthouse and keepers' quarters were already listed on the National Register, the historic structures assessment involved only a check on the information contained in the nomination forms. It is suggested that the nomination form be amended to include the oil house restored in 1976.



Figure 47. Brick cistern at back of keeper's quarters #2, Sanibel.

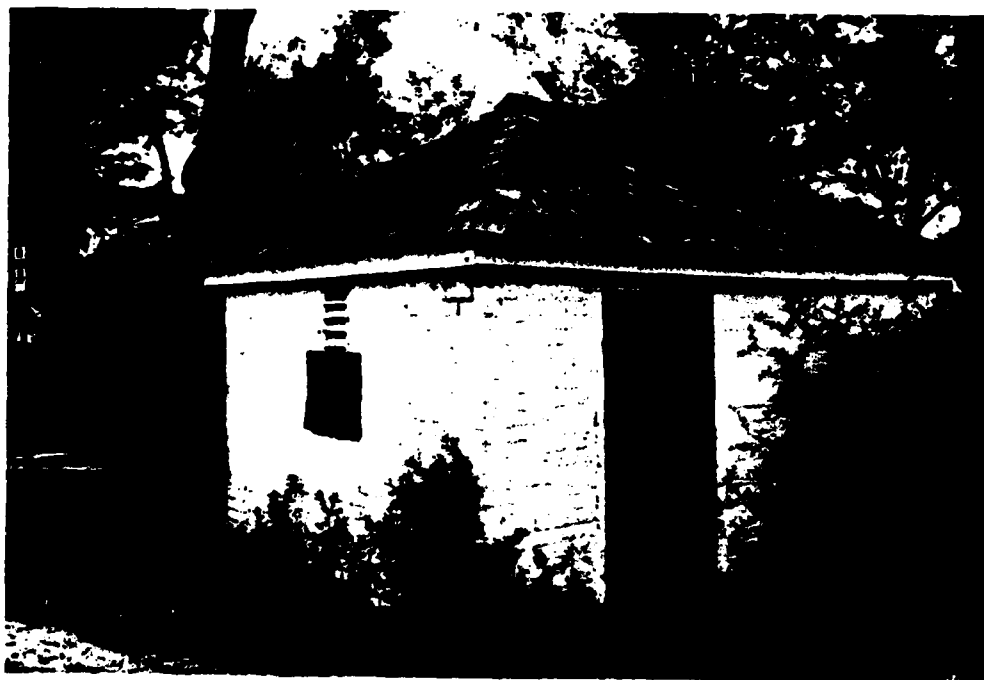


Figure 48. Oblique view of oil house, Sanibel.

## STATION ST. PETERSBURG, PINELLAS COUNTY

Description of Property. The 14.5 acre station is located in a heavily developed area of St. Petersburg, Florida, in T31S, R17E, Section 29 (U.S.G.S. St. Petersburg Quadrangle, 7.5 Minute Series, 1956 [PR69]) (Figure 49). Adjacent to Whitted Airport, the station faces Bayboro Harbor to the west and Tampa Bay to the south. The physical complex consists of three California mission-style buildings dating to 1936 and numerous other World War II and post-World War II era structures which were once part of a Coast Guard air station (Figure 50).

Archeological Potential. The records search at the Florida Division of Archives, History, and Records Management revealed that no archeological sites had been recorded for the property. The soil survey for Pinellas County shows that all but the southeastern tip of the Coast Guard property is urban land, indicating that the original soils have been modified for urban development. The southeastern tip is Palm Beach sand and consists mostly of dredged materials. In light of these circumstances, the archeological potential of the area was judged to be low.

Archeological Survey and Results. Arrival at the site showed that all but a small portion of the base was built or paved over. Our survey methodology therefore consisted of a walkover reconnaissance survey of exposed ground surfaces. Our results were negative and gave no indication of prehistoric or early historic occupation.

Historic Structures Documentation. The three mission-style buildings on the station date to 1936. These are the subsistence building, which houses the group commander's office, and two barracks buildings (the chief's quarters and crews' quarters). These three buildings, all of which appear to have suffered only minor



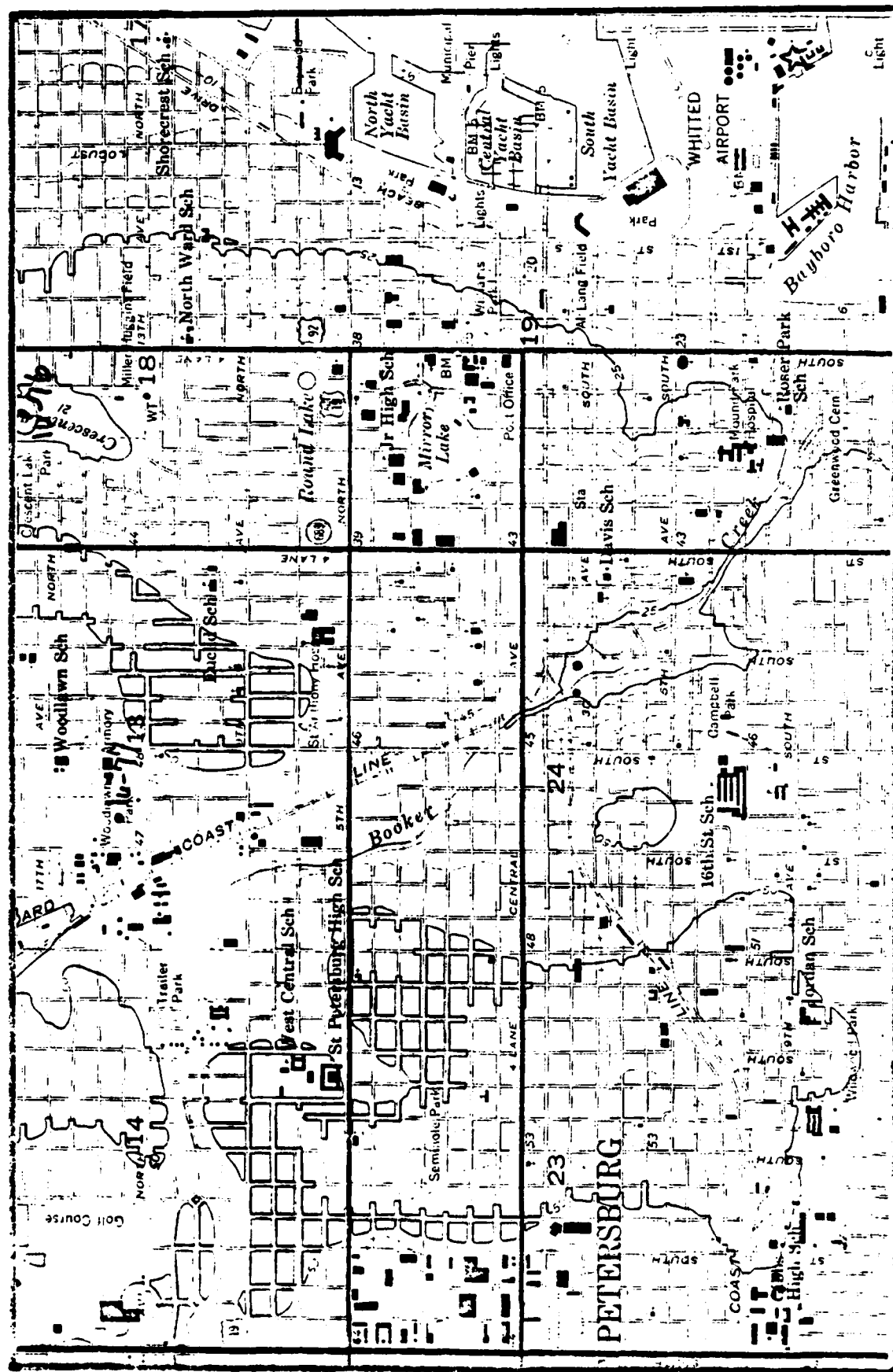


Figure 49. Location of Station St. Petersburg. U.S.G.S. St. Petersburg Quadrangle, 7.5' Series, 1956 [PR69].

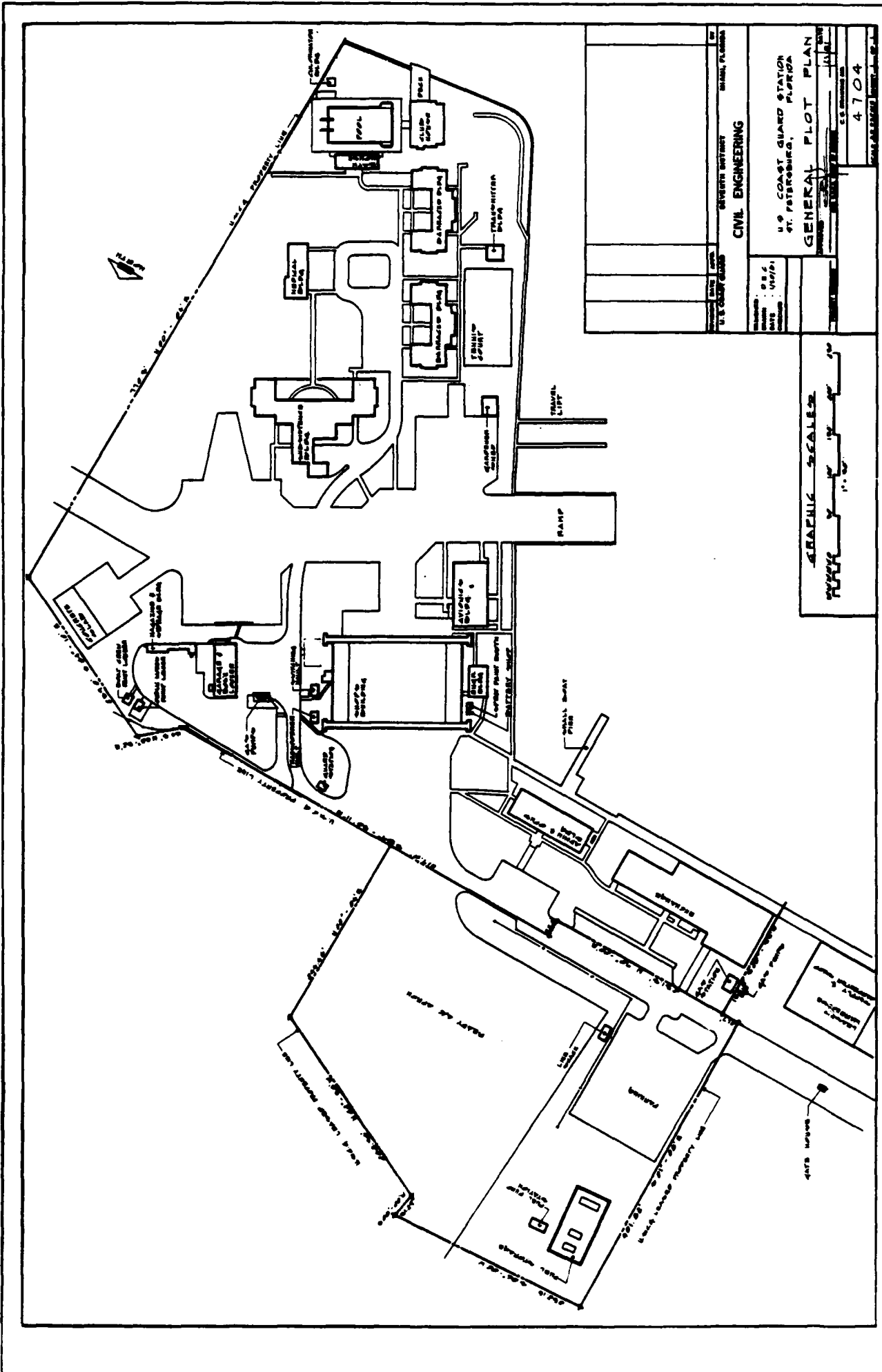


Figure 50. General Plot Plan, Station St. Petersburg.

alterations, are one-story white stucco buildings with red tile roofs, jalousie windows, and green wooden shutters (Figures 51-52).

In the officers' dining hall is a mural which is of interest to many Coast Guard personnel. It is an original painting, commissioned during the WPA era, which shows scenes from Coast Guard history (Figures 57-58). The mural has value as an artistic representation of Coast Guard history and should be preserved. While not in itself eligible to the National Register, the mural does make an important contribution to the historical character of the subsistence building in which it is located.

In addition, there are numerous other nondescript World War II or post-World War II period buildings (Figures 59-60). None of these more recent buildings meet the criteria for eligibility to the National Register.

Summary and Recommendations. Our reconnaissance survey gave no evidence of prehistoric or early historic occupation of the Coast Guard base. It is therefore our recommendation that no further archeological surveys be conducted on Station St. Petersburg.

The historic structures assessment suggested that the three mission style buildings may be eligible for the National Register of Historic Places (Cordell 1984). The structures are only two years shy of the 50 year mark, are little altered, are in a style apparently unusual for Coast Guard buildings, and have associations with the the WPA artists program. Further research on these buildings is recommended to determine whether or not they are in fact eligible for listing in the National Register. Though listing on the Register could not be accomplished until the structures reach the 50 year mark in 1986, documentation of their eligibility could be undertaken now.



Figure 51. View of subsistence building and barracks,  
Station St. Petersburg.



Figure 52. Front elevation of subsistence building, Station  
St. Petersburg.

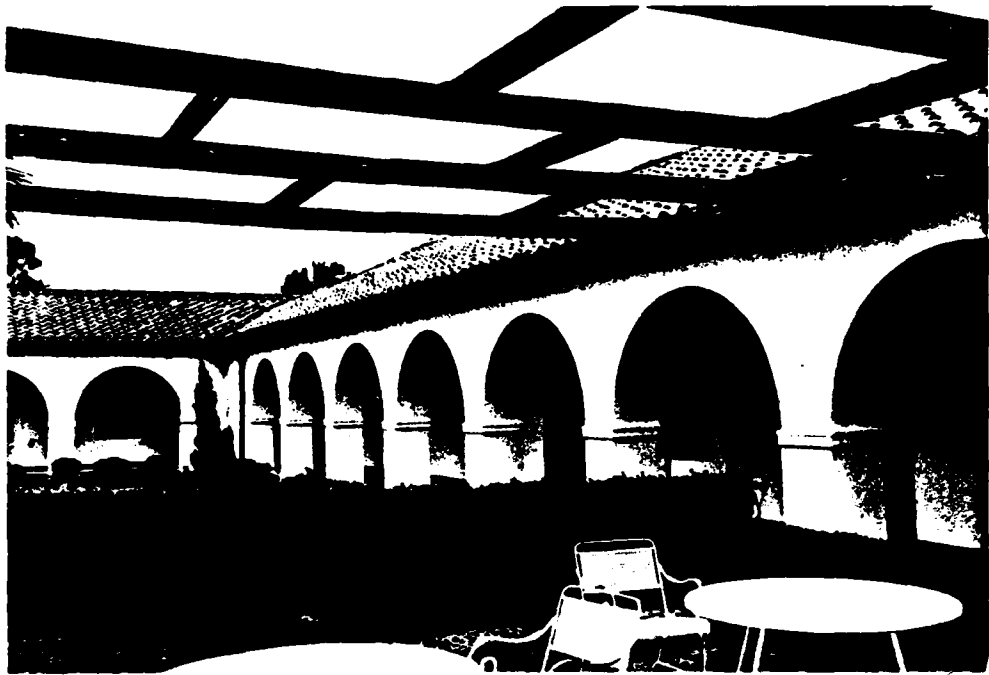


Figure 53. Front patio of subsistence building, Station St. Petersburg.



Figure 54. Front elevation of barracks (chief's quarters), Station St. Petersburg.



Figure 55. Oblique view of barracks (crews' quarters and public works building), Station St. Petersburg.



Figure 56. Close-up of wood shutters on subsistence building, Station St. Petersburg.



Figure 57. Mural in officer's dining hall, Station St. Petersburg.



Figure 58. Mural in officer's dining hall, Station St. Petersburg.



Figure 59. General view of Station St. Petersburg, looking southeast from property line. World War II period hangar is in background.



Figure 60. General view of Station St. Petersburg looking west towards entrance. Buildings shown date to 1940s.



## VENICE RECREATIONAL FACILITY, SARASOTA COUNTY

Description of Property. The Venice Recreation Facility is located in T39S, R18E, Section 24, and T39S, R19E, Section 19, of Sarasota County, Florida. The property includes approximately 23 acres on the Gulf of Mexico just south of the city of Venice, and adjacent to the Venice Municipal Airport (Figures 61-62). The environmental setting is one of a subtropical coastal margin, and there is a wide sandy beach backed by a large area of dense to moderately dense scrub dominated by Spanish-bayonet and cabbage palmetto (see Ruppe 1980). The property was transferred to the U.S. Coast Guard from the U.S. Air Force in 1958, after which time it was used as a Loran station until it was decommissioned in late 1981. The property, which has been heavily disturbed by modern construction as evidenced by numerous concrete slabs and piping scattered throughout, is now used as a public beach access.

Archeological Potential. In June 1981, a cultural resources survey of the Venice Loran Station (Venice LORSTA), was conducted by Archeological Assessments, Inc. (Bennett 1981). During the survey the property was systematically walked using transects 20-25 meters apart. That examination found no indication of prehistoric or early historic occupation or use of the area. At that time it was stated that it was the investigators' judgement that no significant prehistoric or historic sites existed at the facility and that no further archeological investigations were needed. However, at the request of the Planning Office, Seventh Coast Guard District, in a letter dated July 7, 1983, the Venice Recreational Facility was included among a list of several Coast Guard properties to be inspected for cultural resources by the National Park Service. Following the Coast Guard's request, a records search was made at the Florida Division of Archives, History, and Records Management to determine if any archeological sites had been recorded for the



Figure 61. Location of Venice Recreational Facility. U.S.G.S. Venice Quadrangle, 7.5' Series, 1973.



property since the time of the survey by Archeological Assessments. The results of this search were negative. However, it should be noted that a complex of shell middens and mounds known as the Venice Beach site (8 So 26) is located one mile north of the recreation facility. This site, studied by Ruppe (1980), has offshore, beach, and dune line components, and has yielded valuable information on the early prehistoric occupation of the Florida southwest coast.

Archeological Survey and Results. On August 14, 1983, a second reconnaissance survey of the Venice facility was conducted by National Park Service. This survey involved systematic surface inspection of the area above the mean high water line along transects marked in Figure 63. The beach was carefully walked and special attention was paid to the soil profile exposed along the dune line. The entire area had been heavily disturbed by modern construction, and concrete slabs, metal pipes, and modern rubble were scattered throughout the property. No evidence of prehistoric or early historic cultural materials was noted.

Structures Documentation. The Venice Recreational Facility has no structures of potential historic significance. All structures on the facility were constructed after the acquisition of the property by the Coast Guard in 1958. All are abandoned cinderblock structures in extremely poor condition (Figures 64-65). Moreover, as noted by Bennett (1981), no Loran station could itself be eligible for nomination to the National Register of Historic Places since none is 50 years old. The Loran system, which uses long range radio waves to assist in the precise location of vessels at sea, was developed at the Massachusetts Institute of Technology in 1941, and the first facilities were not put into place along the Atlantic coast until 1942 (Bennett 1981).

Recommendations. Our survey confirmed Bennett's assessment that no significant prehistoric or historic sites existed at the facility and that no further archeological surveys were needed. Furthermore, there are no structures of potential historic

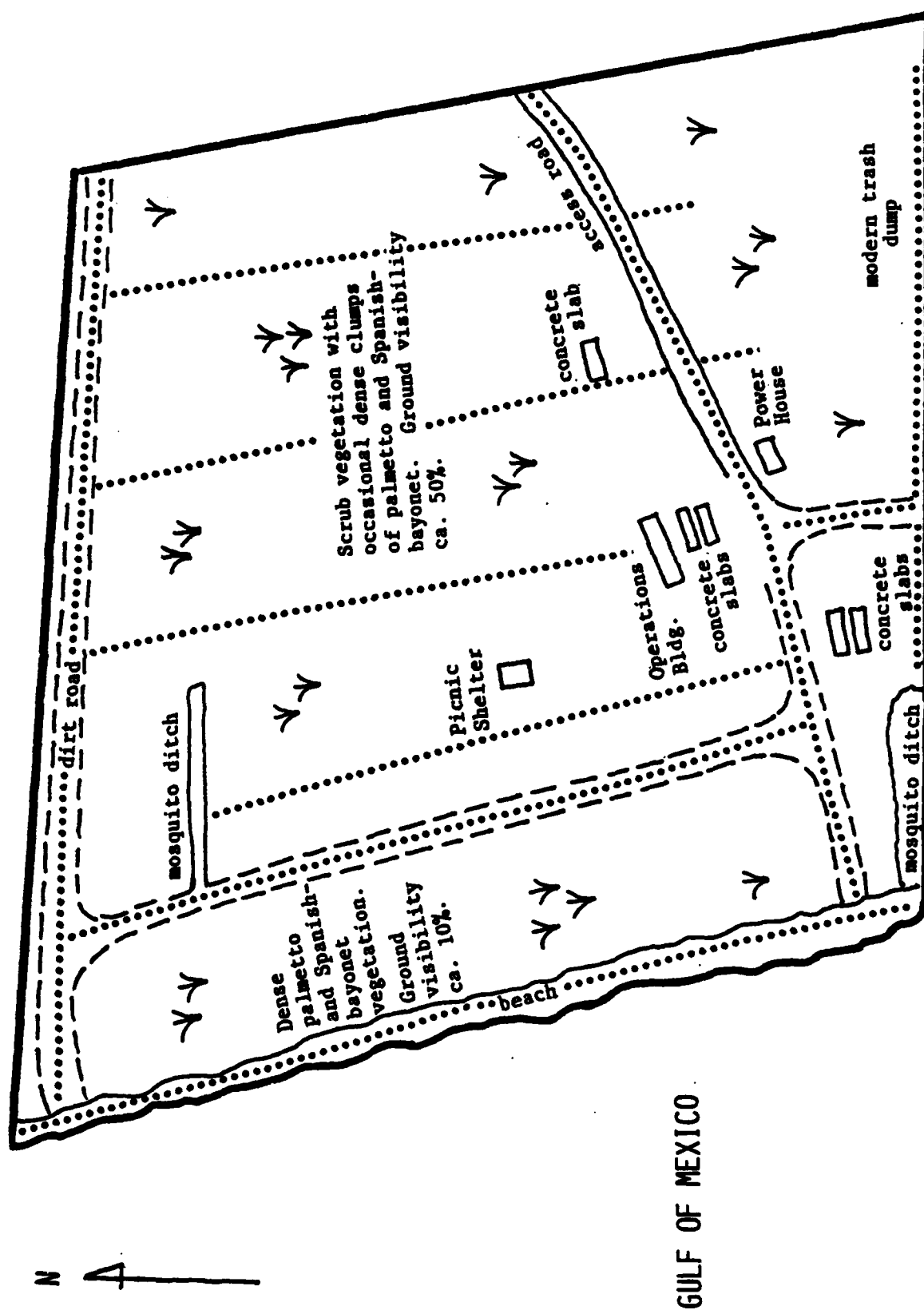


Figure 63. Sketch map of Venice Recreational Facility, showing degree of ground disturbance and areas surveyed. Dotted lines indicate areas inspected during pedestrian reconnaissance.

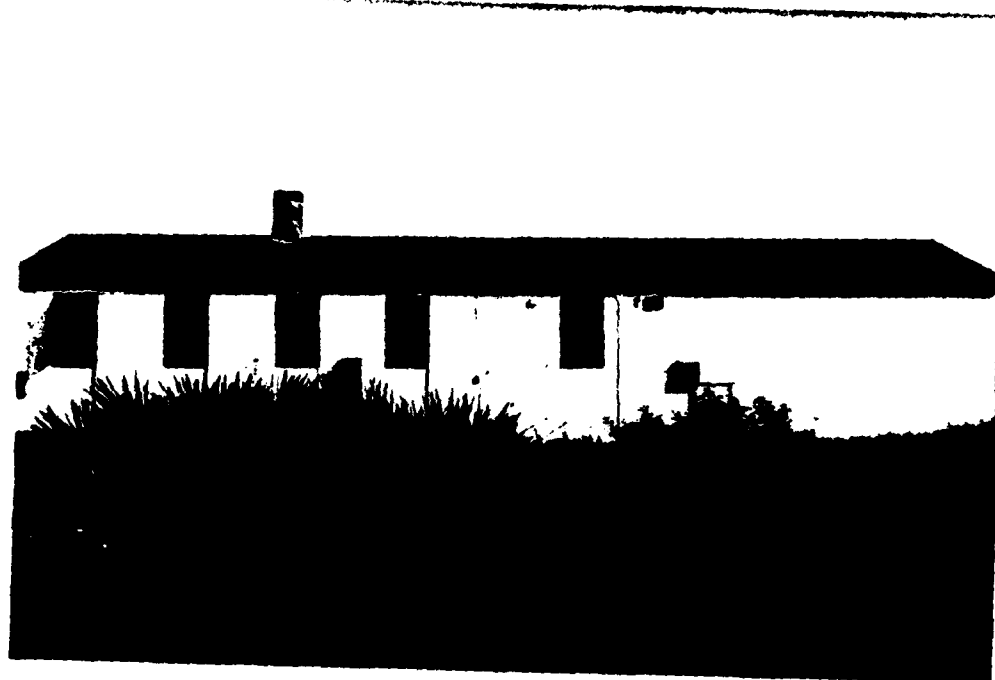


Figure 64. Operations building, Venice Recreational Facility.

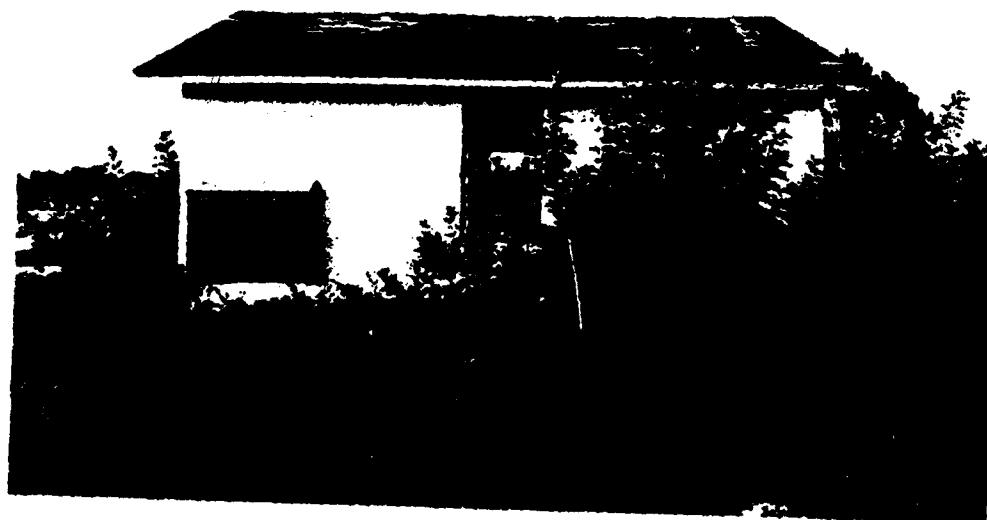


Figure 65. West elevation of power house, Venice Recreational Facility.

significance. It is therefore our recommendation that no further archeological or historic structures survey be conducted at the facility.

## MANAGEMENT SUMMARY

Our archeological survey gave no indication of there being significant prehistoric or early historic archeological resources on any of the seven Coast Guard installations inspected. For these installations the Coast Guard has complied with federal cultural resource preservation law regarding the systematic search for archeological resources, and no further archeological surveys are recommended. If, however, any archeological resources are discovered in the course of future construction work at any of the installations, work should stop and a professional archeologist called in to evaluate the site and determine its eligibility to the National Register of Historic Places.

With respect to the historic structures, two properties are potentially eligible for listing on the National Register and are therefore recommended for further research (Table 1). These two structures are Station Lake Worth Inlet and Station St. Petersburg. Of the remaining five properties, Hillsboro Inlet Light Station and Sanibel Island Light are already listed on the National Register of Historic Places. Copies of the nomination forms have been included as appendices to this report and updates or amendments to the forms have been suggested.

The final three installations under consideration, Station Cortez, Station Ponce de Leon Inlet, and the Venice Recreational Facility, do not appear to meet National Register criteria and do not require further evaluation. However, Station Cortez is of local historical interest, and the Coast Guard may wish to undertake further historical documentary research for their own records.



Table 1. Recommendations for Further Work

<u>Archeological</u>	
<u>No further survey recommended</u>	<u>Further survey recommended</u>
Sta. Cortez	
Hillsboro Inlet Light Sta.	
Sta. Lake Worth Inlet	
Sta. Ponce de Leon Inlet	
Sanibel Island Light	
Sta. St. Petersburg	
Venice Recreational Facility	
<u>Historic Structures</u>	
<u>No further research recommended</u>	<u>Further research recommended</u>
Sta. Cortez	Sta. Lake Worth Inlet
Hillsboro Inlet Light Sta.	Sta. St. Petersburg
Sta. Ponce de Leon Inlet	
Sanibel Island Light	
Venice Recreational Facility	

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Darling National Wildlife Refuge, Lee County, Florida.  
New World Research. Submitted to the Interagency Archeological  
Services Branch, National Park Service, for the U.S. Fish  
and Wildlife Service, Region IV, Atlanta.

United States Department of Agriculture [USDA]

- 1983 Soil Survey of Manatee County, Florida. Soil Conservation  
Service, Gainesville.
- 1980 Soil Survey of Volusia County, Florida. Soil Conservation  
Service, Gainesville.
- 1978 Soil Survey of Palm Beach County Area, Florida. Soil  
Conservation Service, Gainesville.

## APPENDIX A

Florida Master Site File Historic Data Sheet and  
National Register Nomination Form--  
Hillsboro Inlet Light Station

ENTRIES IN THE NATIONAL REGISTERSTATE FLORIDADate Entered FEB 16 1979NameLocation

Hillsboro Inlet Light Station

Pompano Beach  
Broward CountyAlso NotifiedHonorable Richard (Dick) Stone  
Honorable Lawton Chiles  
Honorable Dan Mica  
Mr. Robert P. Crecco, DOT  
Mr. Bill Salomone,  
U.S. Coast GuardState Historic Preservation Officer  
Mr. W. Robert Williams  
Deputy Secretary of State  
The Capitol  
Tallahassee, Florida 32304

3vers/bjr 2/23/79

For further information, please call the National Register at (202)343-6401.

STATE OF FLORIDA  
DEPARTMENT OF STATE  
BUREAU OF ARCHIVES, HISTORY  
& RECORDS MANAGEMENT  
TALLAHASSEE, FLORIDA 32304  
Rev. 5-78

RECEIVED  
JAN 23 1978  
NATIONAL  
REGISTER

FLORIDA MASTER SITE FILE  
HISTORIC SITE DATA SHEET

74

FDAHRM 802==

Site No. 8Bd179 1009==

Site Name Hillsboro Light 830==

Other Name(s) for Site Coast Guard Hillsboro Inlet Light Station 930==

Other Nos. for Site 906==

NR Classification Category: structure 916==

County Broward 808==

Instruction for locating (or address) Hillsboro Inlet entrance, off Highway  
1A1A, Pompano Beach, Florida

813==

Location: subdivision name / block no. / lot no. 868==

Owner of Site: Name: United States Coast Guard ;

Address: 51 SW First Ave. 902==

Miami, Fl. 902==

Occupant, Tenant, or Manager:

Name: ;

Address: ;

904==

Reporter (or local contact):

Name: Evans, Mary K., FDAHRM ;  
Merinkers, C.M. (U.S. Coast Guard)

Address: Seventh Coast Guard District (flp)

51 S. W. First Ave., Miami, FL 33130 816==

Recorder:

Name & Title: McGorty, Kevin, Intern ;

Address: FDAHRM

818==

Survey Date 7406 820== Type of Ownership public 848==

Inventory Status 914==

Previous Survey(s): (enter activity/title of survey/name/date/repository)

839==

Recording Station HPS 804==

Specimens (Inventory Numbers) 870==

Date of Visit to Site 828== Recording Date 832==

Photographic Record Numbers 77-N-02-7 #9, 10

960==

## Location of Site (Specific):

Map Reference (incl. scale & date) USGS Boca Raton 7.5' 1962 (PR69) 809==

Township	Range	Section	¼ Sec.	⅓ ¼ Sec.	⅓ ⅓ ¼ Sec.
T48S	R43E	S29			

812==

## LATITUDE AND LONGITUDE COORDINATES DEFINING A POLYGON LOCATING THE PROPERTY

## LATITUDE

## LONGITUDE

Point	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
	°	'	"	°	'	"
	°	'	"	°	'	"
	°	'	"	°	'	"
	°	'	"	°	'	"

OR

## LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES

26 °	15'	33"	80 °	04'	52"	800==
------	-----	-----	------	-----	-----	-------

UTM Coordinates: 17 591780 2904510 890==

Zone Easting Northing

## Description of Site:

Site Size (approx. acreage of property) 3 acres 833==

## Condition of Site:

Check one

- ☐ Excellent 863==  
☒ Good 863==  
☐ Fair 863==  
☐ Deteriorated 863==  
☐ Ruins 863==  
☐ Unexposed 863==  
☐ Redeposited 863==

## Integrity of Site:

Check one or more

- ☒ Altered 858==  
☐ Unaltered 858==  
☐ Destroyed 858==  
☐ Restored ( ) Date: ( ) 859==  
☐ Moved ( ) Date: ( ) 858==  
☒ Original Site 858==

Condition of Site (Remarks): ( )

( ) 863==

## Threats to Site:

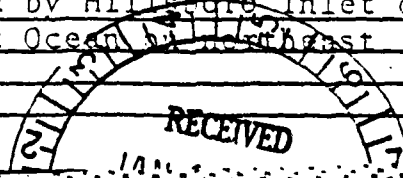
Check one or more

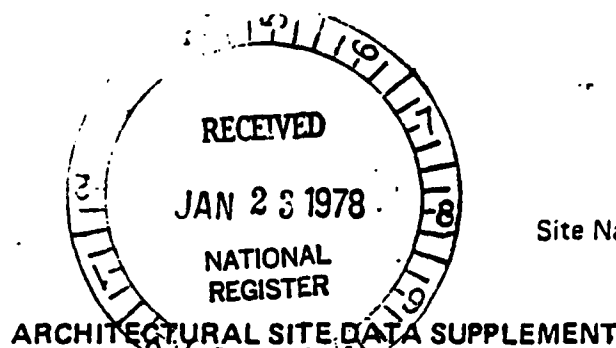
- |  |   |
|--|---|
| <input type="checkbox"/> Zoning ( ) ( ) 878==        | <input type="checkbox"/> Transportation ( ) ( ) 878== |
| <input type="checkbox"/> Development ( ) ( ) 878==   | <input type="checkbox"/> Fill ( ) ( ) 878==           |
| <input type="checkbox"/> Deterioration ( ) ( ) 878== | <input type="checkbox"/> Dredge ( ) ( ) 878==         |
| <input type="checkbox"/> Borrowing ( ) ( ) 878==     |   |

☒ Other (See Remarks below): 878==

Threats to Site (Remarks): Sand erosion caused by Hillsboro Inlet on south and Atlantic Ocean by northeast

879==





76  
Site No. 880170

Site Name Hillsboro Light  
Keeper's Quarters  
Recreation Quarters

ARCHITECTURAL SITE DATA SUPPLEMENT

ARCHITECT \_\_\_\_\_ 872==

BUILDER Brown, George W. 874==

STYLE AND/OR MODE frame vernacular 964==

PLAN TYPE T-shaped 966==

EXTERIOR FABRIC(S) wood, clapboard 854==

STRUCTURAL SYSTEM(S) wood frame 856==

FEATURE OF STRUCTURE (942):

FOUNDATION: brick piers 942==

ROOF TYPE: gable 942==

SECONDARY ROOF STRUCTURE(S): cross gable 942==

CHIMNEY LOCATION: \_\_\_\_\_ 942==

WINDOW TYPE: \_\_\_\_\_ 942==

MATERIALS (882):

CHIMNEY: \_\_\_\_\_ 882==

ROOF SURFACING: \_\_\_\_\_ 882==

INTERIOR WALLS: \_\_\_\_\_ 882==

ORNAMENT INTERIOR: \_\_\_\_\_ 882==

ORNAMENT EXTERIOR: \_\_\_\_\_ 882==

QUANTITATIVE DATA (950-960):

NO. OF STOREYS 1 950==

NO. OF CHIMNEYS \_\_\_\_\_ 952==

OTHER (SPECIFY) \_\_\_\_\_ 954==

\_\_\_\_\_ 956==



## OTHER NOTABLE FEATURES OF BUILDING (FREE TEXT) (865==):

ROOF STRUCTURAL SYSTEM:

MAIN ENTRANCE: south central

WINDOW PLACEMENT:

WINDOW SURROUNDS AND DECORATION:

PORCHES, VERANDAS, GALLERIES AND BALCONIES: north and south entry  
porches

EXTERIOR ORNAMENT AND COLOR: white

INTERIOR COMMENTS:

OTHER (SPECIFY):

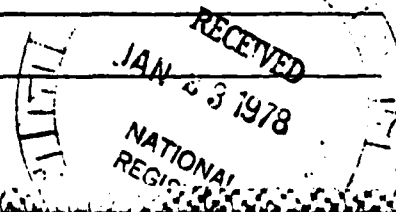
## MAJOR ALTERATIONS (FREE TEXT) (857==):

OUTBUILDINGS (FEATURES OF SITE) (876==): small garage and shop building

SURROUNDINGS (CLASSIFICATION) U.S. Coast Guard Station

864==

RELATIONSHIP TO SURROUNDINGS (FREE TEXT) (859==):



HISTORIC SITE DATA SUPPLEMENT

Site No. 388179  
Site Name Hillsboro Light

Present Use (check one or more as appropriate)

<input type="checkbox"/> Agricultural 850==	<input type="checkbox"/> Government 850==	<input type="checkbox"/> Park 850==	<input checked="" type="checkbox"/> Transportation 850==
<input type="checkbox"/> Commercial 850==	<input type="checkbox"/> Industrial 850==	<input type="checkbox"/> Private Residence 850==	Other (Specify):
<input type="checkbox"/> Educational 850==	<input type="checkbox"/> Military 850==	<input type="checkbox"/> Religious 850==	<input type="checkbox"/> 850==
<input type="checkbox"/> Entertainment 850==	<input type="checkbox"/> Museum 850==	<input type="checkbox"/> Scientific 850==	<input type="checkbox"/> 850==

Original Use (check one or more as appropriate)

<input type="checkbox"/> Agricultural 838==	<input type="checkbox"/> Government 838==	<input type="checkbox"/> Park 838==	<input checked="" type="checkbox"/> Transportation 838==
<input type="checkbox"/> Commercial 838==	<input type="checkbox"/> Industrial 838==	<input type="checkbox"/> Private Residence 838==	Other (Specify):
<input type="checkbox"/> Educational 838==	<input type="checkbox"/> Military 838==	<input type="checkbox"/> Religious 838==	<input type="checkbox"/> 838==
<input type="checkbox"/> Entertainment 838==	<input type="checkbox"/> Museum 838==	<input type="checkbox"/> Scientific 838==	<input type="checkbox"/> 838==

Cultural Classification: Specific Dates: Beginning +1904 844==  
Culture/Phase American 840==  
Developmental Stage 20th century 842==

Period (check one or more as appropriate)

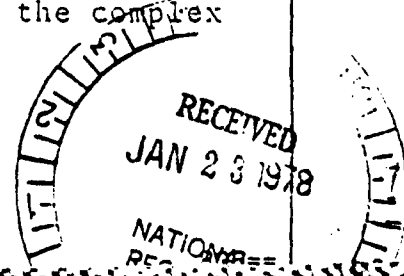
<input type="checkbox"/> Pre-Columbian 845==	<input type="checkbox"/> 16th Century 845==	<input type="checkbox"/> 18th Century 845==	<input checked="" type="checkbox"/> 20th Century 845==
<input type="checkbox"/> 15th Century 845==	<input type="checkbox"/> 17th Century 845==	<input type="checkbox"/> 19th Century 845==	

Areas of Significance (check one or more as appropriate)

<input type="checkbox"/> Aboriginal 910==	<input type="checkbox"/> Community Planning 910==	<input type="checkbox"/> Landscape Architecture 910==	<input type="checkbox"/> Sculpture 910==
<input type="checkbox"/> Archaeology Prehistoric 910==	<input type="checkbox"/> Conservation 910==	<input type="checkbox"/> Law 910==	<input type="checkbox"/> Social: Humanitarian 910==
<input type="checkbox"/> Archaeology Historic 910==	<input type="checkbox"/> Economics 910==	<input type="checkbox"/> Literature 910==	<input type="checkbox"/> Theater 910==
<input type="checkbox"/> Agriculture 910==	<input type="checkbox"/> Education 910==	<input type="checkbox"/> Military 910==	<input checked="" type="checkbox"/> Transportation 910==
<input type="checkbox"/> Architecture 910==	<input checked="" type="checkbox"/> Engineering 910==	<input type="checkbox"/> Music 910==	Other (Specify):
<input type="checkbox"/> Art 910==	<input type="checkbox"/> Exploration & Settlement 910==	<input type="checkbox"/> Philosophy 910==	<input type="checkbox"/> 910==
<input type="checkbox"/> Commerce 910==	<input type="checkbox"/> Industry 910==	<input type="checkbox"/> Politics/Govt. 910==	<input type="checkbox"/> 910==
<input type="checkbox"/> Communications 910==	<input type="checkbox"/> Invention 910==	<input type="checkbox"/> Religion 910==	<input type="checkbox"/> 910==
		<input type="checkbox"/> Science 910==	<input type="checkbox"/> 910==

Remarks & Recommendations:

The lighthouse structure itself is the most significant entity in the complex and should be eligible for inclusion on the National Register. Due to close association with the operation of the lighthouse and their proximity to the structure, the lighthouse keeper's quarters and senior officers recreation quarters along with a small garage and shop building should also be included within the proposed National Register site. These buildings date from the original construction of the complex and have survived with only minor alteration.



## Statement of Significance (use continuation sheet if necessary)

The Hillsboro Light, which marks the northern limit of the Florida Reef, has long been a welcomed navigation sight to seafarers traveling along the Atlantic Ocean. This 132 foot beacon has cast the brightest light of any lighthouse in Florida throughout most of the 20th century. The Hillsboro Light structure and complex have a unique history and have been well-preserved.

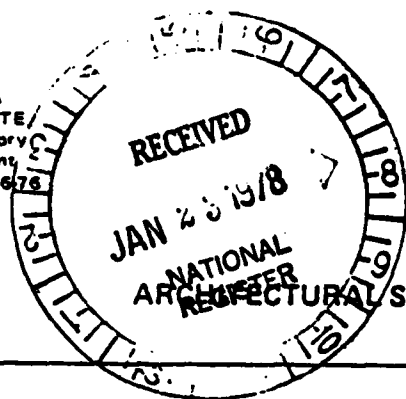
The Hillsboro Light was assembled by a Chicago steel firm for exhibition at the 1904 great St. Louis Exposition; the light was made in Paris, France in 1880 and is of the Second Order Classical type. At the end of the exposition the United States government bought the light and its tower and the structure was disassembled and shipped to its present site (Land, p. 63). The Hillsboro Inlet site was purchased by the federal government on November 9, 1903 (Florida Titles No. 53). The U.S. Lighthouse Service contracted George W. Brown of West Palm Beach to build the keeper's dwelling and other buildings for \$21,500 in 1905. Russell Wheel and Foundry of Detroit, Michigan contracted to complete the metal work on the tower for \$24,000 and in January, 1906 the J.H. Gardner Construction Company of New Orleans, contracted to erect the tower and foundation (Abstract of Contracts. R.G. 26). The light went into operation in March, 1907 with Alfred A. Berghell as its first keeper (National Archives Reference Report).

The original kerosene lamp which rotated on a mercury filled reservoir was converted to electricity in the late 1920s, increasing the candlepower to 550,000 and making it the most powerful light on the east coast at that time. In 1966 a 1,000 Watt quartz-iodine bulb was installed increasing the intensity to 2,000,000 candlepower. The light is now the brightest light in Florida and can be seen from 8 to 20 miles offshore on a clear night (Land, p. 63).

The outer buildings built by George W. Brown remain virtually unaltered since their construction in 1905-1907 and add to the integrity of the lighthouse site.



STATE OF FLORIDA  
DEPARTMENT OF STATE  
Division of Archives, History  
and Records Management  
DS-HSP-3G

Site No. SBd179Site Name Hillsboro Light

ARCHITECT \_\_\_\_\_ 872==

BUILDER \_\_\_\_\_ 874==

STYLE AND/OR MODE \_\_\_\_\_ iron skeleton tower with central cylinder 864==

PLAN TYPE \_\_\_\_\_ octagonal 966==

EXTERIOR FABRIC(S) \_\_\_\_\_ cast iron 854==

STRUCTURAL SYSTEM(S) \_\_\_\_\_ cast iron frame 856==

## FEATURE OF STRUCTURE (942):

FOUNDATION: \_\_\_\_\_ 942==

ROOF TYPE: \_\_\_\_\_ cast iron pyramidal with finial 942==

SECONDARY ROOF STRUCTURE(S): \_\_\_\_\_ 942==

CHIMNEY LOCATION: \_\_\_\_\_ 942==

WINDOW TYPE: 2/2 dhs \_\_\_\_\_ 942==

## MATERIALS (882):

CHIMNEY: \_\_\_\_\_ 882==

ROOF SURFACING: \_\_\_\_\_ cast iron 882==

INTERIOR WALLS: \_\_\_\_\_ cast iron and wood 882==

ORNAMENT INTERIOR: \_\_\_\_\_ 882==

ORNAMENT EXTERIOR: \_\_\_\_\_ 882==

## QUANTITATIVE DATA (950-960):

NO. OF STOREYS \_\_\_\_\_ 950==

NO. OF CHIMNEYS \_\_\_\_\_ 952==

OTHER (SPECIFY) \_\_\_\_\_ 954==

\_\_\_\_\_ 956==

RECEIVED 81

JAN 23 1978  
NATIONAL  
REGISTER

OTHER NOTABLE FEATURES OF BUILDING (FREE TEXT) (865==):

ROOF STRUCTURAL SYSTEM:

MAIN ENTRANCE: north, central double doors in vestibule

WINDOW PLACEMENT:

WINDOW SURROUNDS AND DECORATION: curved diamond pane glass  
around lantern

PORCHES, VERANDAS, GALLERIES AND BALCONIES: iron balustrade

EXTERIOR ORNAMENT AND COLOR: lower half of tower and cylinder  
white, upper and lantern, black

INTERIOR COMMENTS: cast iron circular stairway, wood floor and  
ceiling in watchroom

OTHER (SPECIFY):

MAJOR ALTERATIONS (FREE TEXT) (857==):

OUTBUILDINGS (FEATURES OF SITE) (876==): three other buildings make up  
complex, lighthouse keeper's quarters, senior officers' recreation  
quarters, and small shop and garage building

SURROUNDINGS (CLASSIFICATION) U.S. Coast Guard Station

864==

RELATIONSHIP TO SURROUNDINGS (FREE TEXT) (859==): situated on north side  
of entrance to Hillsboro Inlet. The lighthouse complex is surrounded  
on three sides by water and sand.

Major Bibliographic References:

Abstract of title to site for Hillsboro Inlet Light Station, Florida.  
Florida Titles, no. 53.

Land, Jeanette. "Beacons in the Night," Florida Life (May, 1973):  
36, 54-55, 63.

National Archives Reference Report, March 27, 1975. "Report from  
Lighthouse Board." Abstract of contracts, RG 26.



Present & Original Physical Appearance (use continuation sheet if necessary) (935==):

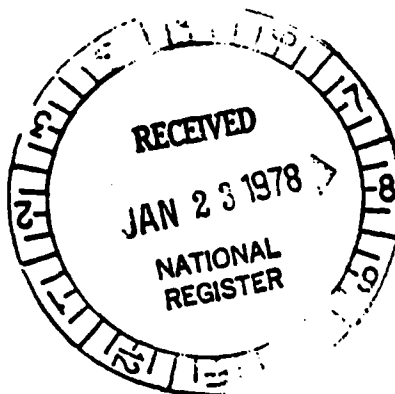
The Hillsboro Light complex is located on a three acre section of property adjoining the Hillsboro Country Club at Hillsboro Beach. The U.S. Government purchased the property in 1903; the complex consists of a lighthouse, keeper's quarters, senior officer recreation quarters, shop and garage building.

The lighthouse is an octagonal pyramidal structure consisting of an iron skeleton tower with a central stairway cylinder. Painted white and black, the beacon is 132 feet high and has an entrance through double doors located within a small vestibule (north). A cast iron circular stairway leads up to the watchroom which has a wooden floor and ceiling. Five two-over-two double hung sash windows are located around the watchroom. An iron balustrade divides the watchroom from the lantern.

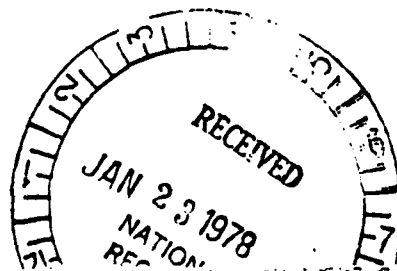
Curved diamond panes of glass form the lantern section of the beacon. The lens, housed within the lantern, was made in Paris in 1880 and is of the Second Order Classical type. Now automated, the light makes one complete revolution every 40 seconds. Crowning the beacon is a cast iron pyramidal roof with a finial.

Two identical one story wood frame buildings are located on the tree-shaded grounds just north of the lighthouse. The T-shaped white clapboard buildings were constructed in 1905-1906 as the keeper's quarters. Supported by brick piers and capped by a green gable roof, these buildings have had only minor alterations since their construction.

A wood frame, single story garage and shop building completes the significant structures at the Coast Guard Station. Originally, the redwood shingle roof garage and shop was a horse stable used by the Beach Patrol.

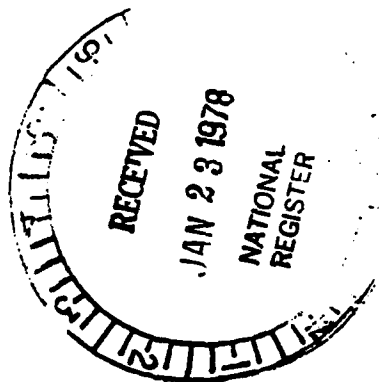


- 1) Hillsboro Lighthouse
- 2) Pompano Beach, Florida
- 3) "Official U.S. Coast Guard Photo"
- 4) ca. 1975
- 5) Division of Archives, History, & Records  
Management
- 6) North view
- 7) Photo #2









- 1) Hillsboro Lighthouse
- 2) Pompano Beach, Florida
- 3) "Official U.S. Coast Guard Photo"
- 4) ca. 1975
- 5) Division of Archives, History, & Records Management
- 6) North Aerial View
- 7) Photo #1

AD-A148 913

AN ARCHEOLOGICAL RECONNAISSANCE AND HISTORIC STRUCTURES  
ASSESSMENT AT SEV. (U) NATIONAL PARK SERVICE ATLANTA GA  
ARCHEOLOGICAL SERVICES BRANC. S E GARRETT 1984  
NIPR-87-6488-83

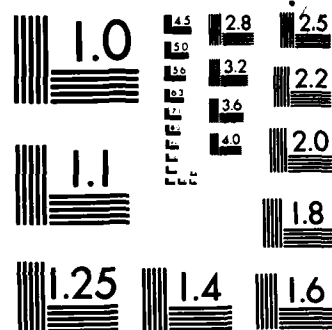
2/2

UNCLASSIFIED

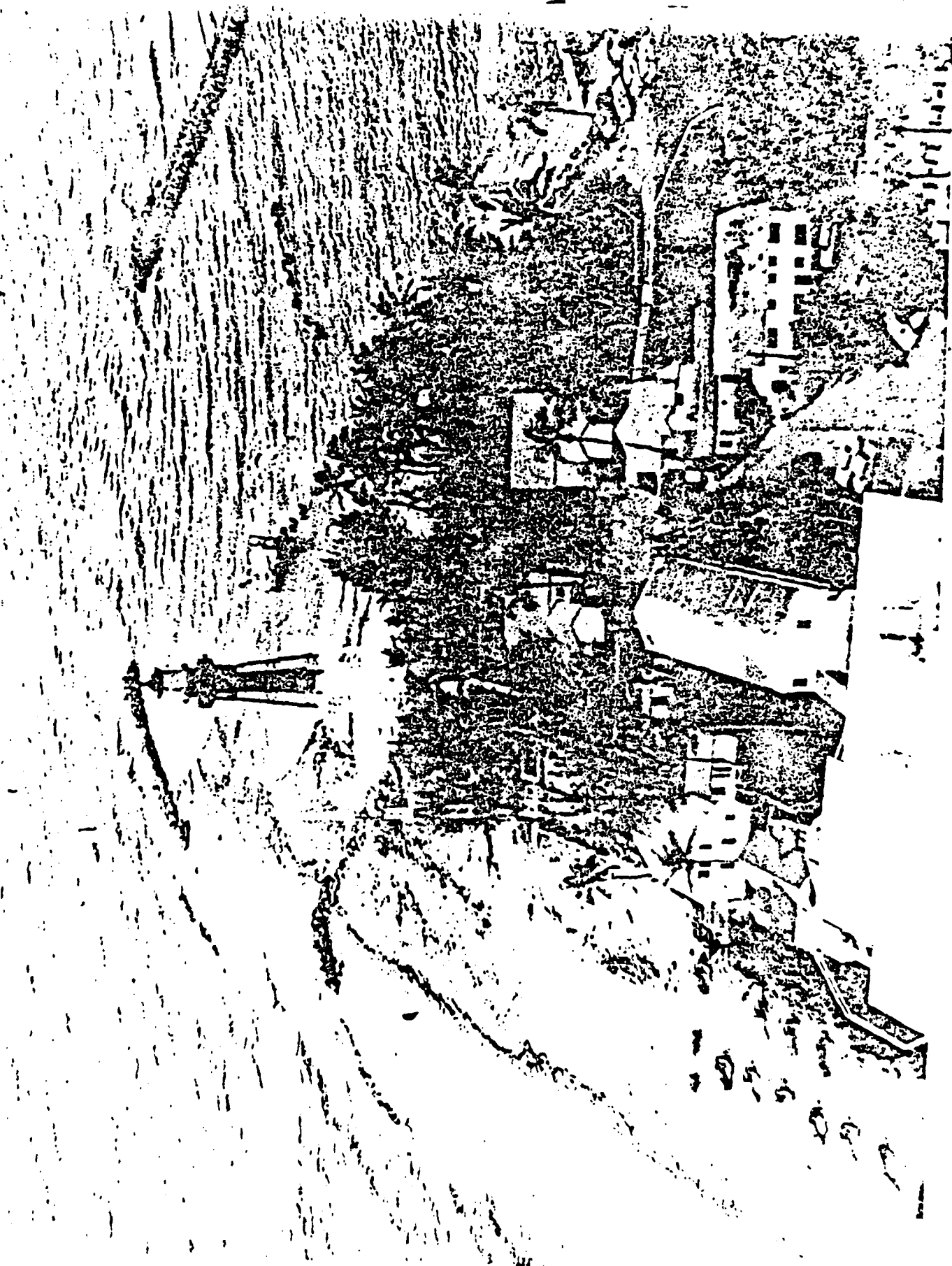
F/G 5/6

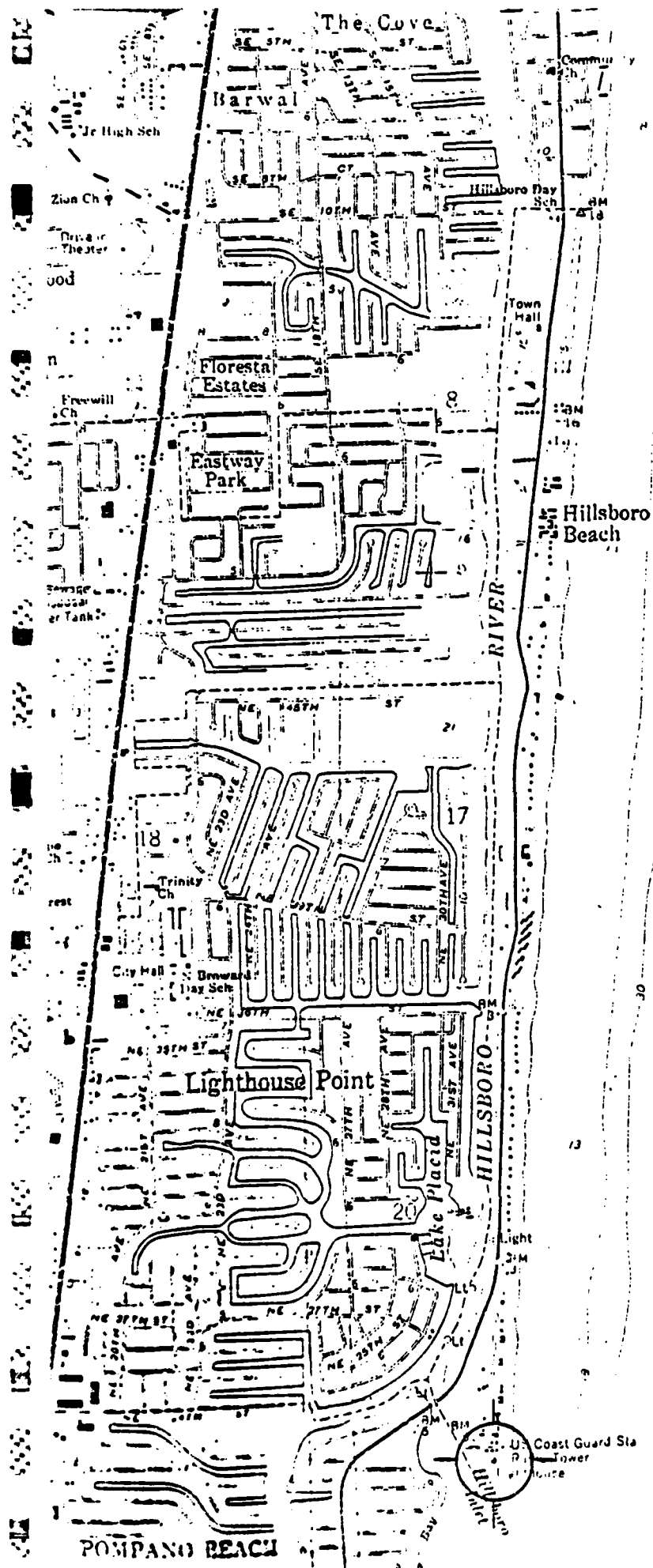
NL



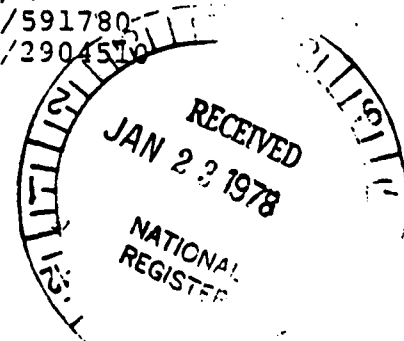


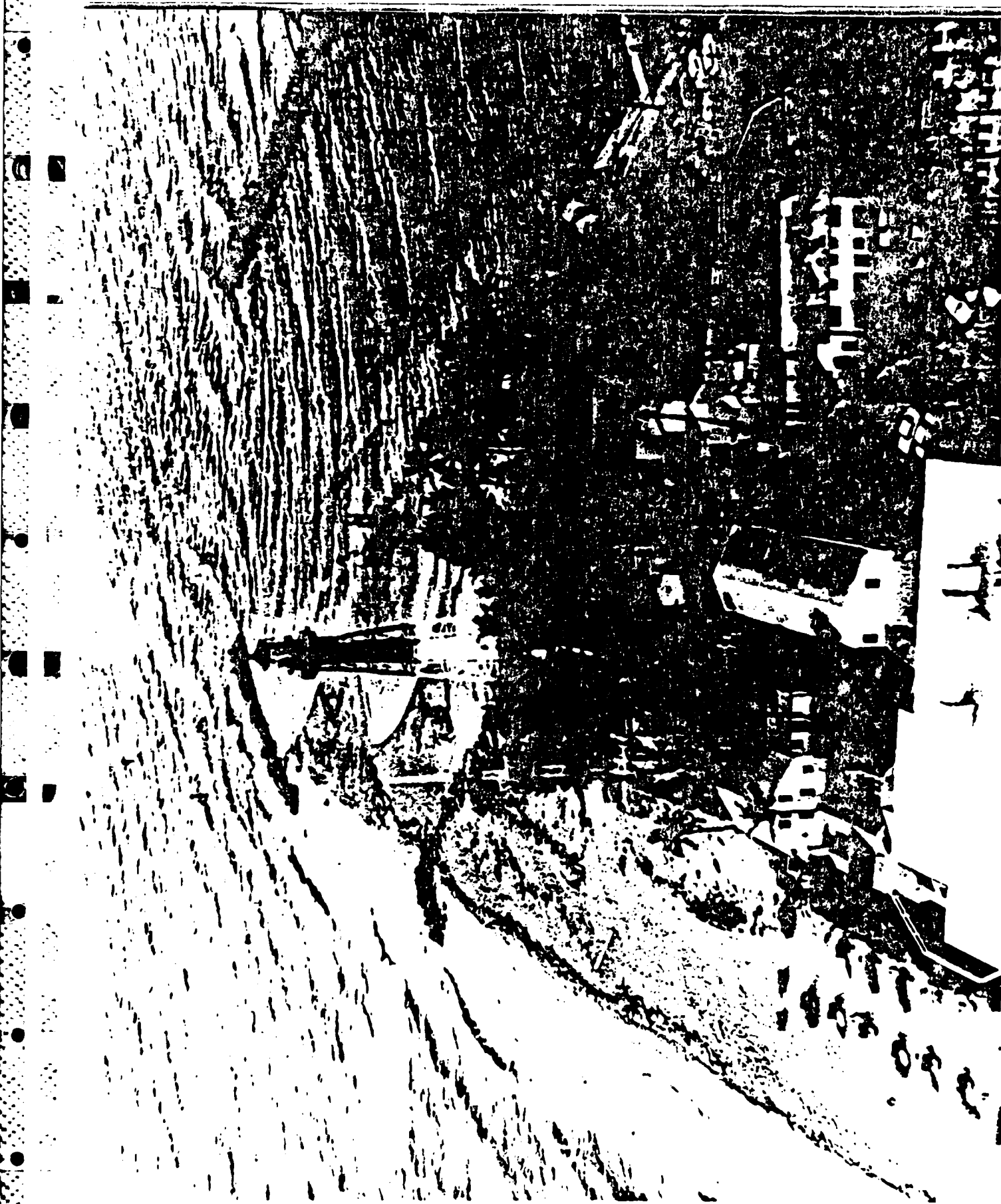
MICROCOPY RESOLUTION TEST CHART  
NATIONAL BUREAU OF STANDARDS 1963-A





HILLSBORO LIGHT  
UTM REFERENCES  
Z/17  
E/591780  
N/2904570



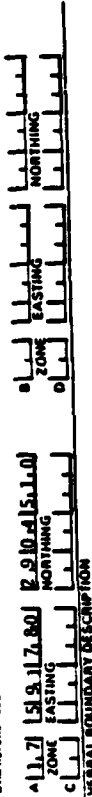


### 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Abstract of title to site for Hillsboro Inlet Light Station, Florida.  
Florida Titles, No. 53.  
Land, Jeanette. "Beacons in the Night," Florida Life (May, 1973):  
36, 54-55, 63.  
National Archives Reference Report, March 27, 1975. "Report from  
Lighthouse Board." Abstract of contracts BR-26

### 10 GEOGRAPHICAL DATA

AREA OF NOMINATED PROPERTY 1.3 ACRES  
UTM REFERENCES



VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
FLORIDA			

### 11 FORM PREPARED BY

NAME / TITLE  
C. M. Marinkens, Chief, Logistics & Property Branch  
ORGANIZATION  
Seventh Coast Guard District  
STREET NUMBER  
51 S. W. First Avenue  
CITY OR TOWN  
Miami, Florida  
DATE  
8 September 1977  
TELEPHONE  
305-350-5608 or 4188  
STATE  
Florida

### 12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION  
YES ☒ NO ☐  
In compliance with Executive Order 11583, I hereby recommend this property to the National Register, certifying that the State  
Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to  
evaluate its significance. The indicated level of significance is: National ☒ State ☐ Local ☐  
FEDERAL REPRESENTATIVE SIGNATURE  
DATE 2/15/79

FOR NPS USE ONLY  
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE	DATE	DATE
2/15/79	2/15/79	2/15/79

Form No. 10-500 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

### NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

FOR FEDERAL PROPERTIES

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES - COMPLETE APPLICABLE SECTIONS

#### 1 NAME

HISTORIC COAST GUARD HILLSBORO INLET LIGHT STATION

LAND OR COMMON

Same

#### 2 LOCATION

STREET NUMBER

None

CITY, TOWN

State

County

Zip

Florida

Broward

#### 3 CLASSIFICATION

CATEGORY OWNERSHIP  
- DISTRICT ☒ PUBLIC  
- BUILDING ☒ PRIVATE  
- SITE ☒ BOON  
- OBJECT ☒ IN PROCESS  
- BING CONSIDERED ☒ NO

STATUS  
- OCCUPIED ☒  
- UNOCCUPIED ☒  
- WORK IN PROGRESS ☒  
- ACCESSIBLE ☒  
- YES RESTRICTED ☒  
- YES UNRESTRICTED ☒  
- NO

PRESENT USE  
- AGRICULTURE ☒  
- COMMERCE ☒  
- EDUCATIONAL ☒  
- ENTERTAINMENT ☒  
- GOVERNMENT ☒  
- INDUSTRIAL ☒  
- MILITARY ☒  
- OTHER ☒

#### 4 AGENCY

REGIONAL HEADQUARTERS (if applicable)

Seventh Coast Guard District (fip)

STREET NUMBER

51 S. W. First Avenue

CITY, TOWN

Miami

State

Florida

#### 5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE

MCINTOSH OF DELEGATE

STREET NUMBER

201 S. E. 6th Street

CITY, TOWN

St. Petersburg

State

Florida

#### 6 REPRESENTATION IN EXISTING SURVEYS

None

Not known

Date

90

DEPARTMENT OF THE INTERIOR

CITY, TOWN

State

Florida



## 7 DESCRIPTION

CONDITION		CHECK ONE	
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL BUT
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		<input type="checkbox"/> DATE

### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The station is located on a three-acre section of property adjoining the Hillsboro Country Club at Hillsboro Beach. The Coast Guard purchased this property in 1903 and the complex, constructed in 1907, consists of a lighthouse, light keeper's quarters, senior officer recreation quarters, shop and garage building, timer and generator building and the crews' barracks building. Of these, the first four structures are presently being utilized by the Coast Guard in operation of the station.

The light tower was built in 1907. It is an octagonal, pyramidal iron skeleton tower with central stair cylinder and is 132 feet high. The light is still operational.

The keeper's quarters is occupied by the caretaker who lives aboard the property and was built in 1907. It is a frame, one story structure.

The recreation quarters are used to house senior Coast Guard officers and was built in 1907.

The crews' barracks is a one-story frame structure built in 1907. The building contains 1,737 square feet, is situated on 12' brick foundation and has an asphalt shingle roof. Originally, it was used as a station administration building and later it was used to house the station's crew until the light until the light was automated in 1974.

The garage building, a wood frame, single story structure, was used for storage and to house the government vehicle when a car was assigned. This building is approximately 750 square feet and was built in 1907.

The timer and generator building was used to house equipment to operate the light and was built in 1942 and contains approximately 342 square feet.

## 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE - CHECK AND JUSTIFY BELOW	
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY/ PREHISTORIC	<input type="checkbox"/> LANDSCAPE ARCHITECTURE
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY/ HISTORIC	<input type="checkbox"/> LAW
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LITERATURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ECONOMICS	<input checked="" type="checkbox"/> MILITARY
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> ART	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1900	<input type="checkbox"/> COMMERCIAL	<input checked="" type="checkbox"/> TRANSPORTATION
	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> OTHER (SPECIFY)
	<input type="checkbox"/> ENGINEERING	
	<input type="checkbox"/> EXPLORATION/SETTLEMENT	
	<input type="checkbox"/> INDUSTRY	
	<input type="checkbox"/> INVENTION	
	<input type="checkbox"/> PHILOSOPHY	
	<input type="checkbox"/> POLITICAL GOVERNMENT	

### SPECIFIC DATES

### BUILDER/ARCHITECT

### STATEMENT OF SIGNIFICANCE

The lighthouse structure itself is the most significant entity in the complex and should be eligible for inclusion in the National Register. Due to close association with the operation of the light, their proximity to the light, and their distinctive architecture, the light keeper's quarters and the senior officers recreation quarters are probably eligible. The other buildings, due to their ancillary nature, removed distance from the light and their non-descript and ordinary architecture are of little important to the historical significance of the property.

With the exception of the timer and generator building, all the buildings seem to date from the original construction of the complex and seem to survive with only minor alterations. This is somewhat unusual and a unique situation in Florida.

## APPENDIX B

National Register Nomination Form--  
Sanibel Island Light and Keeper's Quarters

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:	Florida
COUNTY:	Lee
FOR NPS USE ONLY	
ENTRY DATE	

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1. NAME	
COMMON:	<sup>A</sup> Sanibel Lighthouse and <sup>B</sup> Keeper's Quarters
AND/OR HISTORIC:	

2. LOCATION			
STREET AND NUMBER: Point Ybel			
CITY OR TOWN: East end, Sanibel Island		CONGRESSIONAL DISTRICT: Seventh	
STATE Florida	CODE 12	COUNTY: Lee	CODE 071

3. CLASSIFICATION			
CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) <u>Lighthouse</u>

4. OWNER OF PROPERTY		
OWNER'S NAME: Seventh Coast Guard District		
STREET AND NUMBER: 51 S.W. First Avenue		
CITY OR TOWN: Miami	STATE: Florida	CODE 12

5. LOCATION OF LEGAL DESCRIPTION		
COURTHOUSE, REGISTRY OF DEEDS, ETC.: Lee County Courthouse		
STREET AND NUMBER:		
CITY OR TOWN: Fort Myers	STATE: Florida	CODE 12

6. REPRESENTATION IN EXISTING SURVEYS			
TITLE OF SURVEY: N/A			
DATE OF SURVEY: <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local			
DEPOSITORY FOR SURVEY RECORDS:			
STREET AND NUMBER:			
CITY OR TOWN:	STATE:	CODE	

SEE INSTRUCTIONS

STATE:  
FloridaCOUNTY:  
LeeFOR NPS USE ONLY  
ENTRY NUMBER  
DATE

## 7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The tower of this lighthouse is a skeleton iron structure in the general shape of a frustum or a four-sided pyramid having a central circular cylinder enclosing a spiral stairway used for reaching the lantern. The cylinder does not adjoin the base of the pyramid, but starts from the top of a twenty foot iron column. The whole is surmounted by an iron watch room topped by the lantern housing. Both the watch room and the lantern have a separate gallery and railing. The light was 98 feet above sea level in 1884.

In close proximity to the lighthouse are two detached frame dwellings resting on well-braced iron columns; they are attached to the lighthouse by a stairway. These dwellings, constructed in 1884, incorporate architectural features indigenous to the area such as the wide verandas which extend around the buildings on three sides. On the fourth side of each structure, the basic area of which is square, is an "L" extension. The houses feature hipped roofs each surmounted by a single chimney.

SEE INSTRUCTIONS

## 8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- ☐ Pre-Columbian;      ☐ 16th Century      ☐ 18th Century      ☒ 20th Century  
☐ 15th Century      ☐ 17th Century      ☒ 19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1884

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |  |                                       |  |  |
|--|---------------------------------------|--|--|
| <input type="checkbox"/> Aboriginal          | <input type="checkbox"/> Education    | <input type="checkbox"/> Political                 | <input type="checkbox"/> Urban Planning  |
| <input type="checkbox"/> Prehistoric         | <input type="checkbox"/> Engineering  | <input type="checkbox"/> Religion/Phi-             | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic            | <input type="checkbox"/> Industry     | losophy  | _____                                    |
| <input type="checkbox"/> Agriculture         | <input type="checkbox"/> Invention    | <input type="checkbox"/> Science                   | _____                                    |
| <input type="checkbox"/> Architecture        | <input type="checkbox"/> Landscape    | <input type="checkbox"/> Sculpture                 | _____                                    |
| <input type="checkbox"/> Art                 | <input type="checkbox"/> Architecture | <input type="checkbox"/> Social/Human-             | _____                                    |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Literature   | itarian  | _____                                    |
| <input type="checkbox"/> Communications      | <input type="checkbox"/> Military     | <input type="checkbox"/> Theater                   | _____                                    |
| <input type="checkbox"/> Conservation        | <input type="checkbox"/> Music        | <input checked="" type="checkbox"/> Transportation | _____                                    |

## STATEMENT OF SIGNIFICANCE

In 1832, a group of investors known as the Florida Peninsular Land Company sponsored the exploration of a portion of the Gulf Coast of Florida for the purpose of selecting a site for a permanent settlement. By the end of the year, Sanibel Island had been selected as the best location for a colony, and in 1833, a small group of settlers arrived from New York. This early settlement was not long lived (within five years, the island was nearly deserted and remained so for about twenty-five years), but the initial colonists were active in trying to develop the area. In December, 1833, thirteen residents of Sanibel Island petitioned the U. S. Treasury Department for the construction of a lighthouse on the island. However, the national government showed no interest in the idea at that time.

In December, 1856, the General Land Office received a request for the creation of a reservation of land for the purpose of establishing a lighthouse on Sanibel Island. No action was taken until the request was repeated in December, 1877. By that time, seagoing commerce in the area had reached important proportions. The General Land Office acted favorably, and within two weeks, Sanibel Island was closed to private ownership.

The Lighthouse Board now began to solicit from the U. S. Congress an appropriation for the construction of a lighthouse on Sanibel Island. It argued that there was no lighthouse between Key West and Egmont Key to serve the Florida Gulf Coast shipping trade, which was increasing steadily. Steamers and many sailing ships were regularly plying the route between Key West and Gulf ports. The fact that nearby Punta Rassa was a busy cattle shipping point was not specifically mentioned, but this was an important consideration in the request for a lighthouse to serve the area. The Lighthouse Board pointed out that the vessels using this route made their landfall and took their departure from the southern point of Sanibel Island, making it the logical place for a lighthouse to be erected. The Lighthouse Board recommended in 1878 and again in 1879 that \$40,000 be appropriated to begin the construction of a light at that place.

(con't.)

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE Florida	
COUNTY Lee	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

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(Number all entries) 8. Significance

-2-

It was March 3, 1881, before Congress appropriated \$20,000, the amount it considered to be sufficient for construction of a lighthouse on Sanibel Key. The final cost was much larger, however, for on August 7, 1882, another \$30,000 had to be appropriated for the completion of the lighthouse. It was some time before actual construction of the tower began. In April, 1883, the District Engineer surveyed the site and recommended that the east end of the island be permanently reserved for the lighthouse reservation. A few more months' delay occurred due to the fact that the state of Florida claimed ownership of the land in question under the Swamp Land Act of 1850 and did not relinquish that claim until August, 1883. Finally, on December 19, 1883, all of Sanibel Island was declared a reservation by an Executive Order signed by President James A. Garfield.

The actual construction of the lighthouse station began in February, 1884. The foundation for the lighthouse was completed within three months, but unfortunately, the schooner transporting the iron work for the tower from Jersey City was wrecked just two miles from Sanibel, and most of the cargo sank with the vessel. Assistance was provided from Key West for the salvage operation which soon commenced; all but two small pieces of the lost iron work was recovered. Construction resumed while a firm in New Orleans made duplicates of the missing parts; by the end of the summer, the lighthouse was completed. The station was lighted for the first time on August 20, 1884. It continues in use at the present time as an automatic electric light.

Throughout the years of its service, the Sanibel Lighthouse has been the scene of routine activities associated with the functions of a lighthouse station. Its significance lies in regular and reliable service to the commercial life of the west coast of Florida rather than in any special events which occurred at or near the Sanibel Lighthouse. Presently, the former keeper's dwellings are in use by representatives of the Bureau of Sport Fisheries and Wildlife, U. S. Department of the Interior.

## 9. MAJOR BIBLIOGRAPHICAL REFERENCES

See attached sheet.

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## 10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	• • •	• • •		N26° 27' 10"	W82° 00' 52"	
NE	• • •	• • •				
SE	• • •	• • •				
SW	• • •	• • •				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: less than one

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

## 11. FORM PREPARED BY

NAME AND TITLE: <u>Mildred L. Fryman, Graduate Assistant</u>	
ORGANIZATION <u>Division of Archives, History &amp; Records Mgt.</u>	DATE <u>11-5-73</u>
STREET AND NUMBER: <u>Department of State, The Capitol</u>	
CITY OR TOWN: <u>Tallahassee</u>	STATE <u>Florida</u>
	CODE <u>12</u>

## 12. STATE LIAISON OFFICER CERTIFICATION

## NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☒ Local ☐

Name \_\_\_\_\_

Title Historic Preservation Officer

Date \_\_\_\_\_

I hereby certify that this property is included in the National Register.

\_\_\_\_\_  
Director, Office of Archeology and Historic Preservation

Date \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
Keeper of The National Register

Date \_\_\_\_\_

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE Florida	
COUNTY Lee	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

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(Number all entries) 9. Major Bibliographical References

Carter, Clarence E., ed. The Territorial Papers of the United States, Vol. 24. Florida Territory, 1828-1834. Washington, D.C.: National Archives, 1959.

Dormer, Elinore. "Sanibel Lighthouse," Unpublished manuscript, 1973.

Hammond, E. A. "Sanibel Island and Its Vicinity, 1833, A Document," Florida Historical Quarterly, Vol. XLVIII, no. 4 (1970), pp. 392-411.

Holland, Francis R. America's Light Houses, Their Illustrated History Since 1716. Brattleboro, Vt.: Stephen Greene Press, 1972, p. 141.

Records of the U. S. Coast Guard. Record Group 26. National Archives, Washington, D.C.



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY PHOTOGRAPH FORM

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(Type all entries - attach to or enclose with photograph)

<b>1. NAME</b>		
COMMON Sanibel Lighthouse and Keeper's Quarters	AND/OR HISTORIC	NUMERIC CODE (Assigned by NPS)
<b>2. LOCATION</b>		
STATE Florida	COUNTY Lee	TOWN East end, Sanibel Island
STREET AND NUMBER  Point Ybel		
<b>3. PHOTO REFERENCE</b>		
PHOTO CREDIT  Florida News Bureau	DATE  1955	NEGATIVE FILED AT Department of Commerce Tallahassee, Florida
<b>4. IDENTIFICATION</b>		
DESCRIBE VIEW, DIRECTION, ETC.  Southwest elevation		

GPO 932-009

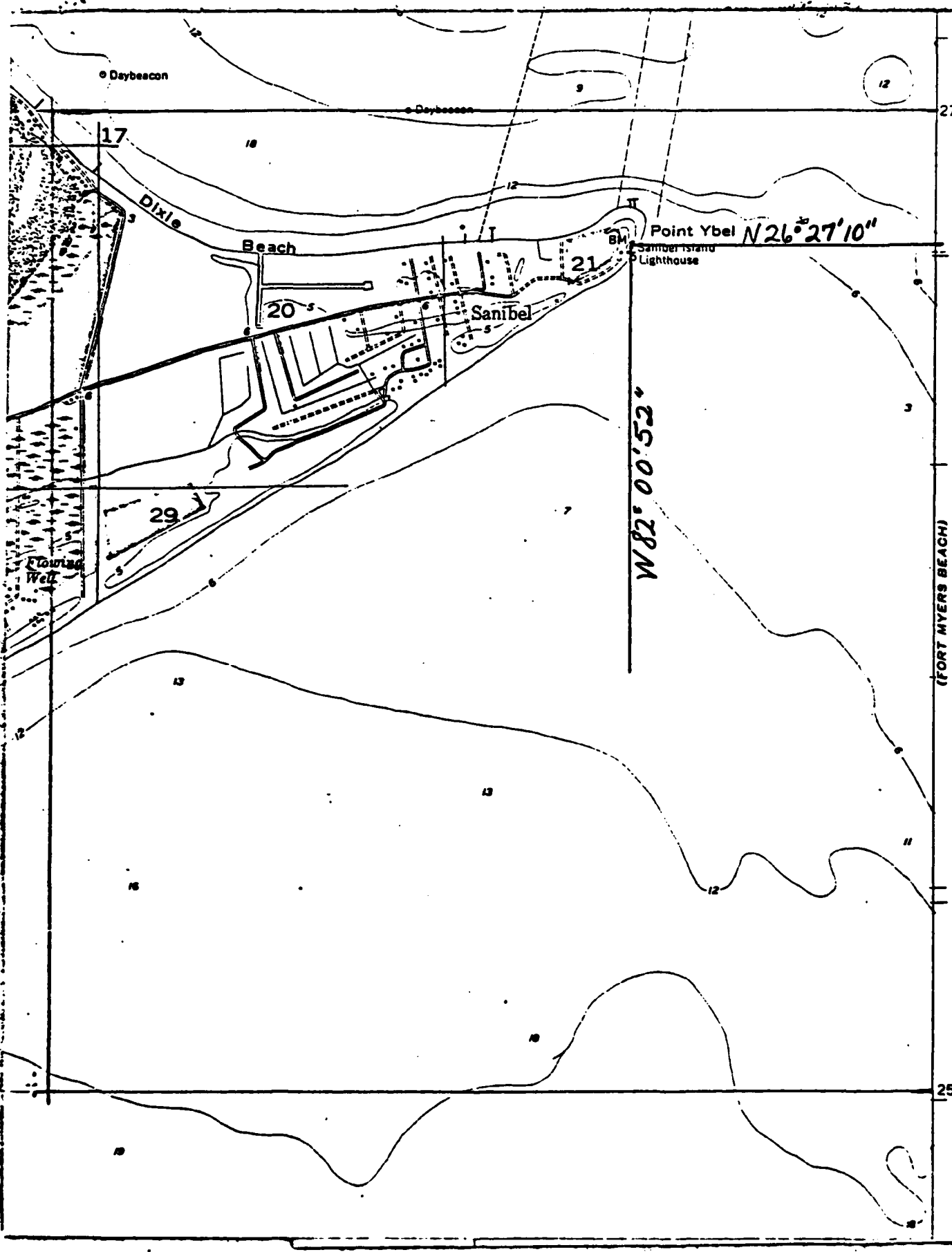
UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

<b>1. NAME</b>		
COMMON Sanibel Lighthouse and Keeper's Quarters	AND/OR HISTORIC	NUMERIC CODE (Assigned by NPS)
<b>2. LOCATION</b>		
STATE Florida	COUNTY Lee	TOWN East end, Sanibel Island
STREET AND NUMBER  Point Ybel		
<b>3. MAP REFERENCE</b>		
SOURCE  USGS Sanibel Quad.	DATE  1958	SCALE  1:24000

REQUIREMENTS: PROPERTY BOUNDARIES, WHERE REQUIRED, AND NORTH ARROW.

GPO 932-313



100  
27'30"



(FORT MYERS BEACH)

$W 82^{\circ} 00' 52''$

25'

END

FILMED

6-34

DTIC